

Search Report from Ginger R. DeMille

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File 350:Derwent WPIX 1963-2003/UD,UM &UP=200361

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File 344:Chinese Patents Abs Aug 1985-2003/Apr

(c) 2003 European Patent Office

File 347:JAPIO Oct 1976-2003/May(Updated 030902)

(c) 2003 JPO & JAPIO

File 371:French Patents 1961-2002/BOPI 200209

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? ds

Set	Items	Description
S1	19309	(TRANSPORTING OR SHIPPING OR MOVING OR DELIVERY) (5N) (GOODS OR FREIGHT OR AIRFREIGHT OR SHIPMENT? ? OR CARGO?? OR MATERIALS OR PACKAGE? ? OR MAIL OR PARTICLES OR BULK OR CRATE? ?)
S2	1946996	CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR - BUSES OR TRUCK? ? OR VEHICLE OR TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?
S3	145048	(SHIPPING OR DELIVERY OR TRANSPORTATION OR TRANSPORTING OR SHIPMENT OR S2 OR DELIVERY) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S4	1228	S3(3N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S5	36834	(DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING) (5N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S6	161194	S2(5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION OR ROUTE OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S7	23149	(ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD() PARTY) (3-W) S2
S8	282503	WIRELESS OR GPS OR HANDHELD OR HAND() HELD OR GLOBAL OR SATELLITE?
S9	3609	(TRACK? OR CHECK? OR DETERMIN? OR TRACE? OR TRACING) (3N) (STATUS)
S10	0	S1 AND (S4 OR S5) AND S6 AND S7 AND (S8 OR S9)
S11	1	S1 AND (S4 OR S5) AND S6 AND S7
S12	7	S2 AND S9 AND (S3 OR S4 OR S5) AND S7
S13	27	S2 AND S9 AND (S3:S5) AND (S7:S8)
S14	27	S12 OR S13
S15	27	S14 NOT S11
S16	1958129	S2 OR TRAILER? OR TRAILOR?
S17	171	S9 AND S16 AND (S3:S5)
S18	7	(S7 OR (CONTRACT? OR BACKUP) (3N) S2) AND S17
S19	0	S18 NOT S15
S20	22	S8 AND S17
S21	0	S20 NOT S15
?		

? t15/4/all

15/4/1 (Item 1 from file: 350)

DIALOG(R)File 350:Derwent WPIX

(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*

AA- 2003-482861/200345|

XR- <XRPX> N03-383995|

TI- Search method for providing database enquiry **services** for user **communication** device of **wireless** communication system, in which trigger link can be used to inform predefined parties that user has important information to share|

PA- NOKIA CORP (OYNO)|

AU- <INVENTORS> JOKINEN V; TAMMELA J|

NC- 102|

NP- 001|

PN- WO 200348970 A1 20030612 WO 2002FI987 A 20021204 200345 B|

AN- <LOCAL> WO 2002FI987 A 20021204|

AN- <PR> FI 20012417 A 20011207|

FD- WO 200348970 A1 G06F-017/30

<DS> (National): AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SC SD SE SG SK SL TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW
<DS> (Regional): AT BE BG CH CY CZ DE DK EA EE ES FI FR GB GH GM GR IE IT KE LS LU MC MW MZ NL OA PT SD SE SI SK SL SZ TR TZ UG ZM ZW|

LA- WO 200348970(E<PG> 20)|

DS- <NATIONAL> AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SC SD SE SG SK SL TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW|

DS- <REGIONAL> AT; BE; BG; CH; CY; CZ; DE; DK; EA; EE; ES; FI; FR; GB; GH; GM; GR; IE; IT; KE; LS; LU; MC; MW; MZ; NL; OA; PT; SD; SE; SI; SK; SL; SZ; TR; TZ; UG; ZM; ZW|

AB- <PN> WO 200348970 A1|

AB- <NV> NOVELTY - A person who is querying databases using a user communication device (3) and an enquiry application located on a network server (1) can receive an additional trigger link from the enquiry application, if predefined conditions are met in the query. The querying user can use the trigger link to inform predefined parties (7) that the user has important information to share with them.|

AB- <BASIC> DETAILED DESCRIPTION - The method for providing database enquiry **services** from a user **communication** device involves receiving a data enquiry request to an enquiry **service** from a browser of the communications device, and sending an enquiry response to the browser of the user communications device. The enquiry response is provided with a trigger link in response to meeting a predefined condition in the enquiry. In response to activating the trigger link by a user of the communication device, a notification is created and delivered to one or more predetermined recipients. INDEPENDENT CLAIMS are included for; a server for providing database enquiry **services** for a user **communication** device of a **wireless** communications system; a communications system comprising of a user communications device and a network unit for providing database enquiries; a computer program product storing code for performing the steps of the claims.

USE - Database enquiry method for user communication device e.g. mobile terminal or mobile station of **wireless** communications network e.g. digital mobile network e.g. TETRA, GSM or UMTS using WAP transmission protocol. For use in police supervision cases e.g. to

check the status of persons or vehicles.

ADVANTAGE - Provides database enquiry method for user communication device of **wireless** communications network. Trigger link can be used to inform predefined parties that the user has important information to share with them.

DESCRIPTION OF DRAWING(S) - The drawing shows a block diagram illustrating the architecture of the system in which the invention can be applied.

Network server (1)
User communication device (3)
Mobile network (5)
Data network (6)
pp; 20 DwgNo 1/4|

DE- <TITLE TERMS> SEARCH; METHOD; DATABASE; ENQUIRY; **SERVICE** ; USER;
COMMUNICATE; DEVICE; **WIRELESS** ; COMMUNICATE; SYSTEM; TRIGGER; LINK;
CAN; INFORMATION; PREDEFINED; PARTY; USER; IMPORTANT; INFORMATION;
SHARE|

DC- T01; W01; W02|

IC- <MAIN> G06F-017/30|

IC- <ADDITIONAL> H04L-029/06|

MC- <EPI> T01-J05B4M; T01-J05B4P; T01-N03A1; T01-S03; W01-B05A1A;
W01-B05A3A; W01-C05B4E; W02-C03C1A; W02-C03C3A|

FS- EPI||

15/4/2 (Item 2 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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IM- *Image available*

AA- 2003-191504/200319|

XR- <XRPX> N03-151814|

TI- **Vehicle** guidance apparatus manages running status of **vehicle** and transmits guide information produced based on location and speed of **vehicle** , to **vehicle** driver|

PA- TOSHIBA KK (TOKE)|

NC- 001|

NP- 001|

PN- JP 2002373395 A 20021226 JP 2001180200 A 20010614 200319 B|

AN- <LOCAL> JP 2001180200 A 20010614|

AN- <PR> JP 2001180200 A 20010614|

LA- JP 2002373395(10)|-

AB- <PN> JP 2002373395 A|

AB- <NV> NOVELTY - A detector (101) detects the location and speed of a **vehicle** traveling on a road, based on which the **vehicle** approaching another **vehicle** in transit is **determined** . Running **status** of the vehicles are managed by a management unit (103) and the guide information produced based on the location and speed of the vehicles are transmitted to the **vehicle** driver by a **communication** unit (105).|

AB- <BASIC> USE - For guiding a **vehicle** according to the traffic situation of a road.

ADVANTAGE - The traffic congestion in a road and the occurrence of accident is reduced with safe and efficient driving by providing guiding information to **vehicle** driver based on location and speed of **vehicle** .

DESCRIPTION OF DRAWING(S) - The figure shows a functional block diagram of the **vehicle** driving guidance apparatus. (Drawing includes non-English language text).

Detector (101)

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Management unit (103)
Communication unit (105)
pp; 10 DwgNo 1/10|
DE- <TITLE TERMS> **VEHICLE** ; GUIDE; APPARATUS; MANAGE; RUN; STATUS;
VEHICLE ; TRANSMIT; GUIDE; INFORMATION; PRODUCE; BASED; LOCATE; SPEED;
VEHICLE ; **VEHICLE** ; DRIVE|
DC- Q13; T07|
IC- <MAIN> G08G-001/09|
IC- <ADDITIONAL> B60K-031/00; G08B-005/00; G08G-001/00|
MC- <EPI> T07-A01A1; T07-A05; T07-D01|
FS- EPI; EngPI||

15/4/3 (Item 3 from file: 350)

DIALOG(R)File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*
AA- 2003-056578/200305|
XR- <XRPX> N03-043681|
TI- Remote **communication** system for **vehicle** , has user interface which
retrieves and transmits information such as **vehicle** status in
different formats through **wireless** communication device|
PA- HEWLETT-PACKARD CO (HEWP)|
AU- <INVENTORS> SCHUYLER M P|
NC- 001|
NP- 001|
PN- US 6429773 B1 20020806 US 2000703448 A 20001031 200305 B|
AN- <LOCAL> US 2000703448 A 20001031|
AN- <PR> US 2000703448 A 20001031|
LA- US 6429773(12)|
AB- <PN> US 6429773 B1|
AB- <NV> NOVELTY - A user interface (27) retrieves and transmits
information regarding **vehicle** status in different formats through a
wireless communication device to a remote location.|
AB- <BASIC> DETAILED DESCRIPTION - An INDEPENDENT CLAIM is included for
vehicle .
USE - For remote **communication** of **vehicle** status to **vehicle**
owner through **wireless** **communication** device.
ADVANTAGE - By providing the user interface, the user is allowed to
easily **check** the **status** of **vehicle** and to write parameters to
control **vehicle** functions.
DESCRIPTION OF DRAWING(S) - The figure shows the block diagram of
the remote communication system.
User interface (27)
pp; 12 DwgNo 1/8|

DE- <TITLE TERMS> REMOTE; COMMUNICATE; SYSTEM; **VEHICLE** ; USER; INTERFACE;
RETRIEVAL; TRANSMIT; INFORMATION; **VEHICLE** ; STATUS; FORMAT; THROUGH;
WIRELESS ; COMMUNICATE; DEVICE|
DC- Q16; T01; W02; W05; X22|
IC- <MAIN> B60Q-001/00|
MC- <EPI> T01-C03C; T01-J07D1; T01-J12B1; T01-N01D; T01-N03A; W02-C03X;
W05-D08E; X22-A05; X22-A08C; X22-X; X22-X03; X22-X06|
FS- EPI; EngPI||

15/4/4 (Item 4 from file: 350)

DIALOG(R)File 350:Derwent WPIX
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Search Report from Ginger R. DeMille

IM- *Image available*
AA- 2002-731524/200279|
XR- <XRPX> N02-576683|
TI- Resource monitoring system in manufacturing facility, **determines** and displays operating **status** of equipment in manufacturing facility based on predefined **ship** criteria|
PA- DELL PROD LP (DELL-N)|
AU- <INVENTORS> BICKLEY B C; GOEL A|
NC- 001|
NP- 001|
PN- US 20020123813 A1 20020905 US 2001800042 A 20010305 200279 B|
AN- <LOCAL> US 2001800042 A 20010305|
AN- <PR> US 2001800042 A 20010305|
LA- US 20020123813(14)|
AB- <PN> US 20020123813 A1|
AB- <NV> NOVELTY - A remote monitoring system connected to several piece of equipment in a manufacturing facility (100) and communicatively connected to a **control center**, **determines** the operating **status** of the equipment based on a **ship** criteria associated with the ordered products. The **determined status** information associated with the usage of the equipment are displayed on the monitoring system.|
AB- <BASIC> DETAILED DESCRIPTION - INDEPENDENT CLAIMS are included for the following:
 (1) Resource monitoring method; and
 (2) Computer readable medium storing resource monitoring program.
 USE - For monitoring resources such as processor, memory, disk drives, adapter cards, etc., used in manufacturing facility for manufacturing personal computers, mini computers, **hand - held** systems, servers, work stations, data processing systems, etc.
 ADVANTAGE - Since the operating status of the equipment in manufacturing facility is determined, the resources are efficiently allocated in the manufacturing facility and the production costs are reduced reliably.
 DESCRIPTION OF DRAWING(S) - The figure shows the block diagram of the manufacturing facility.
 Manufacturing facility (100)
 pp; 14 DwgNo 1/6|
DE- <TITLE TERMS> RESOURCE; MONITOR; SYSTEM; MANUFACTURE; FACILITY; DETERMINE; DISPLAY; OPERATE; STATUS; EQUIPMENT; MANUFACTURE; FACILITY; BASED; PREDEFINED; **SHIP** ; CRITERIA|
DC- T01|
IC- <MAIN> G06F-019/00|
MC- <EPI> T01-J05A2A; T01-J05A2D; T01-S03|
FS- EPI||

15/4/5 (Item 5 from file: 350)

DIALOG(R)File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*
AA- 2002-688235/200274|
TI- Computer network system for protecting and observing moving object using portable terminal and method thereof|
PA- KANG C H (KANG-I); KIM S M (KIMS-I)|
AU- <INVENTORS> KANG C H; KIM S M|
NC- 001|
NP- 001|
PN- KR 2002037158 A 20020518 KR 200067181 A 20001113 200274 B|
AN- <LOCAL> KR 200067181 A 20001113|

Search Report from Ginger R. DeMille

AN- <PR> KR 200067181 A 20001113|
LA- KR 2002037158(1)|
AB- <PN> KR 2002037158 A|
AB- <NV> NOVELTY - A computer network system for protecting and observing a moving object using a portable terminal and a method thereof are provided to use information on the location and status of the moving object, so as to protect the moving object against a danger.|
AB- <BASIC> DETAILED DESCRIPTION - A moving object's portable terminal(100) and an electronic device of a safety supervision agency are connected with a wired/ **wireless** communication network. Protecting object's electronic devices(300,320,340,400,420,440) receive information on the location and status of the moving object's portable terminal(100) through the wired/ **wireless** communication network to observe the moving object, and request an emergency to the safety supervision agency when the moving object is exposed to a danger. A mobile **communication service** system(200) traces the moving object's portable terminal(100) through the **wireless** communication network, and receives the location and **status** information from the **traced** moving object's portable terminal(100) for provision to the protecting object's electronic devices(300,320,340,400,420,440) to observe the moving object. Also the mobile **communication service** system(200) requests an emergency to the electronic device of the safety supervision agency to protect the moving object, if the emergency is requested from the protecting object's electronic devices(300,320,340,400,420,440).
pp; 1 DwgNo 1/10|
DE- <TITLE TERMS> COMPUTER; NETWORK; SYSTEM; PROTECT; OBSERVE; MOVE; OBJECT ; PORTABLE; TERMINAL; METHOD|
DC- W02|
IC- <MAIN> H04B-007/26|
MC- <EPI> W02-C03C|
FS- EPI||

15/4/6 (Item 6 from file: 350)

DIALOG(R) File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*
AA- 2002-596533/200264|
TI- Automatic **train** stopper using **wireless communication** and control method thereof|
PA- KIM B T (KIMB-I)|
AU- <INVENTORS> KIM B T|
NC- 001|
NP- 001|
PN- KR 2002018771 A 20020309 KR 200052032 A 20000904 200264 B|
AN- <LOCAL> KR 200052032 A 20000904|
AN- <PR> KR 200052032 A 20000904|
LA- KR 2002018771(1)|
AB- <PN> KR 2002018771 A|
AB- <NV> NOVELTY - An automatic **train** stopper using a **wireless** communication and a control method thereof are provided to improve the operation efficiency of trains by detecting the occupation **status** of **tracks** of a precedent **train** through a **wireless communication** apparatus.|
AB- <BASIC> DETAILED DESCRIPTION - A plurality of base stations(110) are installed along tracks and transmit information related to position detecting and operating of a **train** by using radio channel. One or more control stations(120) executes a **wireless** communication with the

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base stations(110) to manage, control, and transmit the information related to the **train** operation. A **wireless communication** system concentrates the data from the control stations(120) to control and manage the whole **train** operation. The **wireless communication** system comprises a mobile station for outputting information related to a base station position and a current position of the **train** and the information related to the **train** operation, a speed detector, a microcomputer for analyzing the information related to the current **train** position, an alarm generator for generating an alarm signal indicating abnormal situations of the **train**, a speed **control** unit for accelerating or decelerating the speed of **train** according to an inputted signal, a database for storing a **train** operation record or a **track** status, a display unit for displaying the status of each element of the **train**, and an operation switch unit for inputting operation instructions of a driver to the microcomputer.

pp; 1 DwgNo 1/10|

DE- <TITLE TERMS> AUTOMATIC; **TRAIN** ; STOPPER; **WIRELESS** ; COMMUNICATE;
CONTROL; METHOD|
DC- Q21|
IC- <MAIN> B61L-023/34|
FS- EngPI||

15/4/7 (Item 7 from file: 350)

DIALOG(R)File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*
AA- 2002-536706/200257|
XR- <XRPX> N02-425029|
TI- Controlling movement of number of railway trains over a guideway partitioned into a number of blocks, by radio broadcasting **determined** composite block **status** to on-board **train** computer and controlling **train** according to block status|
PA- BAKER J K (BAKE-I); EGNOT J R (EGNO-I); HEGGESTAD R E (HEGG-I); MATHESON W L (MATH-I); POLIVKA A L (POLI-I); GE-HARRIS RAILWAY ELECTRONICS CO (GENE)|
AU- <INVENTORS> BAKER J K; EGNOT J R; HEGGESTAD R E; MATHESON W L; POLIVKA A L; POLIVKA A A|
NC- 100|
NP- 003|
PN- US 20020062181 A1 20020523 US 2000252854 A 20001122 200257 B
<AN> US 2001268352 A 20010213
<AN> US 2001681853 A 20010618|
PN- WO 200264415 A1 20020822 WO 2002US4426 A 20020213 200265
PN- US 6459965 B1 20021001 US 2001268352 A 20010213 200268
<AN> US 2001681853 A 20010618|
AN- <LOCAL> US 2000252854 A 20001122; US 2001268352 A 20010213; US 2001681853 A 20010618; WO 2002US4426 A 20020213; US 2001268352 A 20010213; US 2001681853 A 20010618|
AN- <PR> US 2001681853 A 20010618; US 2000252854 P 20001122; US 2001268352 P 20010213|
FD- US 20020062181 A1 G05D-003/00 Provisional application US 2000252854
Provisional application US 2001268352
FD- WO 200264415 A1 B61L-027/00
<DS> (National): AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU SD SE SG SI SK SL TJ TM TN TR TT TZ UA UG UZ VN YU ZA ZM ZW
<DS> (Regional): AT BE CH CY DE DK EA ES FI FR GB GH GM GR IE IT KE LS

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LU MC MW MZ NL OA PT SD SE SL SZ TR TZ UG ZM ZW
FD- US 6459965 B1 G06F-007/00 Provisional application US 2001268352|
LA- US 20020062181(11); WO 200264415(E)|
DS- <NATIONAL> AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ
DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR
KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU
SD SE SG SI SK SL TJ TM TN TR TT TZ UA UG UZ VN YU ZA ZM ZW|
DS- <REGIONAL> AT; BE; CH; CY; DE; DK; EA; ES; FI; FR; GB; GH; GM; GR; IE;
IT; KE; LS; LU; MC; MW; MZ; NL; OA; PT; SD; SE; SL; SZ; TR; TZ; UG; ZM;
ZW|
AB- <PN> US 20020062181 A1|
AB- <NV> NOVELTY - The method involves using a control system (10) having
an on-board computer (OBC) (14) located in each **train** , at least one
server (18) for communicating with the on-board computers and a **train**
location tracking system (22) that may utilize **GPS satellites** . A
composite block **status** for all guideway **track** blocks is **determined**
. The block **status** is broadcast by radio to an on-board computer
installed in each **vehicle** , and the movement each **train** is
controlled based on the block status.|
AB- <BASIC> DETAILED DESCRIPTION - Determination of the composite block
status involves providing a predetermined mapping data set to each OBC
that represents a guideway layout, block boundaries, and related
characteristics of the guideway, and utilizing a particular OBC to
determine on board a block occupancy for the **vehicle** including that
particular OBC using the mapping data set. The server is used to
interpret the block occupancy of each **vehicle** , and a composite block
status for all blocks associated with a server is determined based on
the block occupancy of each **vehicle** utilizing the server. **Train**
movement is controlled by interpreting the composite block status to
derive at least one of at least one signal aspect, at least one speed
target, and at least one movement limit for a specific **vehicle** using
the OBC. At least one of the signal aspects, speed targets, movement
limits, and route is displayed (34) on the OBC display of the specific
vehicle . Subsequent **vehicle** movement is determined based on at least
one of the signal aspects, speed targets, and movement limits using the
OBC, and the determined subsequent **vehicle** movement is enforced.
An INDEPENDENT CLAIM is included for **vehicle** movement **control**
system implementing the above method.
USE - For controlling movement of number of railway trains over a
track network partitioned into a number of blocks.
ADVANTAGE - Provides improved method for achieving railway traffic
densities, with traditional wayside signaling system without use of
track circuits or way guide signals. Reduces cost of deploying
maintaining and signaling equipment or equivalent equipment is reduced.
DESCRIPTION OF DRAWING(S) - The drawing shows a block diagram of
the **train** movement **control** system.
Train control system (10)
On-board computer (14)
Server (18)
On-board tracking system (22)
OBC display (34)
pp; 11 DwgNo 1/3|
DE- <TITLE TERMS> CONTROL; MOVEMENT; NUMBER; RAILWAY; **TRAIN** ; GUIDEWAY;
PARTITION; NUMBER; BLOCK; RADIO; BROADCAST; DETERMINE; COMPOSITE; BLOCK
; STATUS; BOARD; **TRAIN** ; COMPUTER; CONTROL; **TRAIN** ; ACCORD; BLOCK;
STATUS|
DC- T01; T06; W06; X23|
IC- <MAIN> B61L-027/00; G05D-003/00; G06F-007/00|
MC- <EPI> T01-J07D3; T01-N01D; T06-B02; W06-A03A5C; X23-A02C; X23-B04C;
X23-B05C|

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FS- EPI||

15/4/8 (Item 8 from file: 350)

DIALOG(R) File 350:Derwent WPIX

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IM- *Image available*

AA- 2002-479016/200251|

DX- <RELATED> 2003-616323|

XR- <XRPX> N02-378292|

TI- Intermodal **status** **tracking** and monitoring system for cargo trailer, compares wheel movement and trailer movement data received from **satellites** to **determine** intermodal **status** |

PA- TERION INC (TERI-N)|

AU- <INVENTORS> DOYLE T F|

NC- 001|

NP- 002|

PN- US 20020052687 A1 20020502 US 2000199953 P 20000427 200251 B

<AN> US 2001845056 A 20010427|

PN- US 6519529 B2 20030211 US 2000199953 P 20000427 200314

<AN> US 2001845056 A 20010427|

AN- <LOCAL> US 2000199953 P 20000427; US 2001845056 A 20010427; US

2000199953 P 20000427; US 2001845056 A 20010427|

AN- <PR> US 2000199953 P 20000427; US 2001845056 A 20010427|

FD- US 20020052687 A1 G01C-021/30 Provisional application US 2000199953

FD- US 6519529 B2 G01C-021/00 Provisional application US 2000199953|

LA- US 20020052687(9)|

AB- <PN> US 20020052687 A1|

AB- <NV> NOVELTY - **Wireless** radio communication equipment (230-2) transmits trailer information data received from a central station (130) through **GPS satellites** to a **central hub** station. A processor **determines** the intermodal **status** of the trailer by comparing wheel movement and sensed trailer movement data, based on the received information.|

AB- <BASIC> DETAILED DESCRIPTION - An INDEPENDENT CLAIM is included for method for **tracking** and monitoring intermodal **status** of a cargo trailer.

USE - For **tracking** and monitoring intermodal **status** of cargo **vehicle** e.g. trailer, **truck**, tractor. Also for railroad and rental cars.

ADVANTAGE - Ensures precise monitoring due to use of **GPS** data thereby intermodal status errors caused by a small change in trail movement and wheel rotation are eliminated.

DESCRIPTION OF DRAWING(S) - The figure shows a block diagram of intermodal movement status monitoring system.

Central station (130)

Wireless radio communication equipment (230-2)

pp; 9 DwgNo 2/5|

DE- <TITLE TERMS> STATUS; TRACK; MONITOR; SYSTEM; CARGO; TRAILER; COMPARE; WHEEL; MOVEMENT; TRAILER; MOVEMENT; DATA; RECEIVE; **SATELLITE**; DETERMINE; STATUS|

DC- S02; W02; W06; X22|

IC- <MAIN> G01C-021/00; G01C-021/30|

MC- <EPI> S02-B08C; W02-C03C; W02-G01; W06-A03A; X22-E06B; X22-P11; X22-X06

|
FS- EPI||

15/4/9 (Item 9 from file: 350)

Search Report from Ginger R. DeMille

DIALOG(R)File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*

AA- 2002-196371/200226|

XR- <XRPX> N02-149210|

TI- **Vehicle** speed monitoring system for detecting traffic violations by **trucks** , audits speed violation information recorded in non-volatile memory in **vehicle** |

PA- DUPUIS R (DUPU-I)|

AU- <INVENTORS> DUPUIS R|

NC- 001|

NP- 001|

PN- CA 2307259 A1 20011028 CA 2307259 A 20000428 200226 B|

AN- <LOCAL> CA 2307259 A 20000428|

AN- <PR> CA 2307259 A 20000428|

LA- CA 2307259(E<PG> 27)|

AB- <PN> CA 2307259 A1|

AB- <NV> NOVELTY - A central multifunction module (CMM) in the **vehicle** monitors and records **vehicle** speed information in a non-volatile memory. A **handheld** data logger unit and automated radio frequency system at the law enforcement agency receive and audit the violation information recorded by the CMM.|

AB- <BASIC> USE - For detecting over-speeding and traffic violations by passenger, by **truck** . Also applicable for cargo **tracking** , **vehicle status** notification and collision reconstruction using stored data for insurance purpose.

ADVANTAGE - The CMM with visual and audio output functions and data collection processing and control functions provides easy indication of the speed violation to the driver. The CMM assembly design allows its placement in narrow areas. **GPS** receiver antenna of CMM assembly mounted on top of the **vehicle** provides optimum performance. Data is updated and uploaded automatically when the number of violation records exceeds a specified number. Collision or destruction are recorded into the non-volatile memory. Hence data reassembly and reconstruction is made possible. Traffic violation summons are automatically issued. The data logger unit and peripheral network support system allows **routing** maintenance of in- **vehicle** system such as manual downloading operator, system check and setup requirements.

DESCRIPTION OF DRAWING(S) - The figure shows a perspective view of central multifunction module.

pp; 27 DwgNo 1/11|

DE- <TITLE TERMS> **VEHICLE** ; SPEED; MONITOR; SYSTEM; DETECT; TRAFFIC; VIOLATION; **TRUCK** ; SPEED; VIOLATION; INFORMATION; RECORD; NON; VOLATILE; MEMORY; **VEHICLE** |

DC- S02; T01; T07; W06; X22|

IC- <MAIN> G01P-001/12|

MC- <EPI> S02-G01; T01-J07D1; T01-J07D3A; T07-A01A1; W06-A03A5X; X22-E05; X22-E12; X22-P05B|

FS- EPI||

15/4/10 (Item 10 from file: 350)

DIALOG(R)File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*

AA- 2001-601361/200168|

DX- <RELATED> 2000-037350; 2001-440113; 2002-338589; 2003-446966|

XR- <XRPX> N01-448586|

Search Report from Ginger R. DeMille

TI- Computer controlled collision avoidance and warning method for vehicles, involves identifying and evaluating inconsistent driving patterns of **vehicle**, from **vehicle** kinetic tracking positions|

PA- LEMELSON J H (LEME-I); PEDERSEN R D (PEDE-I)|

AU- <INVENTORS> LEMELSON J H; PEDERSEN R D|

NC- 001|

NP- 001|

PN- US 6275773 B1 20010814 US 93105304 A 19930811 200168 B
<AN> US 96717807 A 19960924
<AN> US 99436097 A 19991108|

AN- <LOCAL> US 93105304 A 19930811; US 96717807 A 19960924; US 99436097 A 19991108|

AN- <PR> US 96717807 A 19960924; US 93105304 A 19930811; US 99436097 A 19991108|

FD- US 6275773 B1 G01C-021/26 CIP of application US 93105304
Cont of application US 96717807
Cont of patent US 5983161|

LA- US 6275773(43)|

AB- <PN> US 6275773 B1|

AB- <NV> NOVELTY - An inconsistent driving pattern of a moving **vehicle** is identified and evaluated by analyzing the kinetic **tracking** position and **status** information of the vehicles transmitted to multiple **control centers** and other vehicles. A fuzzy logic is used to generate control signals, to actuate multiple control systems to terminate the inconsistent driving pattern.|

AB- <BASIC> DETAILED DESCRIPTION - A **global** positioning system (**GPS**) range signal is continuously received through communication link from **satellite** network, to determine a **vehicle** 's position on a highway. A differential **global** positioning system (DGPS) range signal including propagation delay error-correcting signals and pseudolite signals for improved accuracy of **GPS** range signals of the **vehicle** are received through **another communication** link. The **vehicle** 's kinetic tracking position is determined accurately based on the received signals, and communicated to multiple **control centers** and other vehicles. An inconsistent driving pattern of **vehicle** is evaluated based on analysis of kinetic **tracking** positions and **status** information. A **vehicle** 's expert driving response relative to the inconsistent driving pattern and each collision hazard is determined in a fuzzy logic associative memory. Control signals for actuating multiple control systems are generated and a warning is indicated regarding the inconsistent driving pattern. The control systems are actuated to terminate the inconsistent driving pattern.

USE - For computer controlled collision avoidance and monitoring of **vehicle** in high speed highway or traffic or an aircraft during landing.

ADVANTAGE - Collision hazards are avoided effectively, thus avoiding damage and injury. The driver is warned about dangerous situations and automatic controlling of the **vehicle** is enabled in response.

DESCRIPTION OF DRAWING(S) - The figure shows the block diagram of **vehicle** collision avoidance and warning method.
pp; 43 DwgNo 3/19|

DE- <TITLE TERMS> COMPUTER; CONTROL; COLLIDE; AVOID; WARNING; METHOD; **VEHICLE** ; IDENTIFY; EVALUATE; DRIVE; PATTERN; **VEHICLE** ; **VEHICLE** ; KINETIC; TRACK; POSITION|

DC- S02; W06|

IC- <MAIN> G01C-021/26|

MC- <EPI> S02-B08C; W06-A|

FS- EPI||

Search Report from Ginger R. DeMille

15/4/11 (Item 11 from file: 350)
DIALOG(R)File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*
AA- 2001-521513/200157|
XR- <XRPX> N01-386432|
TI- Secure impulse pay-per-use **service** providing method for
communication network, involves controlling securely sending
entitlement token from client to server to **determine** subscriber
status |
PA- GEN INSTR CORP (GENN)|
AU- <INVENTORS> BONTEMPI R; MAKOFKA D; SAFADI R; SPRUNK E J|
NC- 095|
NP- 007|
PN- WO 200113635 A1 20010222 WO 2000US21243 A 20000803 200157 B|
PN- AU 200065165 A 20010313 AU 200065165 A 20000803 200157
PN- EP 1206876 A1 20020522 EP 2000952474 A 20000803 200241
<AN> WO 2000US21243 A 20000803
PN- BR 200013410 A 20020625 BR 200013410 A 20000803 200251
<AN> WO 2000US21243 A 20000803
PN- KR 2002035575 A 20020511 KR 2002702030 A 20020216 200272
PN- CN 1378743 A 20021106 CN 2000813898 A 20000803 200316
PN- JP 2003507803 W 20030225 WO 2000US21243 A 20000803 200317
<AN> JP 2001517799 A 20000803|
AN- <LOCAL> WO 2000US21243 A 20000803; AU 200065165 A 20000803; EP
2000952474 A 20000803; WO 2000US21243 A 20000803; BR 200013410 A
20000803; WO 2000US21243 A 20000803; KR 2002702030 A 20020216; CN
2000813898 A 20000803; WO 2000US21243 A 20000803; JP 2001517799 A
20000803|
AN- <PR> US 99149263 P 19990817|
FD- WO 200113635 A1 H04N-007/167
<DS> (National): AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CR CU
CZ DE DK DM DZ EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR
KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE
SG SI SK SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW
<DS> (Regional): AT BE CH CY DE DK EA ES FI FR GB GH GM GR IE IT KE LS
LU MC MW MZ NL OA PT SD SE SL SZ TZ UG ZW
FD- AU 200065165 A H04N-007/167 Based on patent WO 200113635
FD- EP 1206876 A1 H04N-007/167 Based on patent WO 200113635
<DS> (Regional): AL AT BE CH CY DE DK ES FI FR GB GR IE IT LI LT LU LV
MC MK NL PT RO SE SI
FD- BR 200013410 A H04N-007/167 Based on patent WO 200113635
FD- JP 2003507803 W G06F-017/60 Based on patent WO 200113635|
LA- WO 200113635(E<PG> 34); EP 1206876(E); JP 2003507803(31)|
DS- <NATIONAL> AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CR CU CZ DE
DK DM DZ EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC
LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI
SK SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW|
DS- <REGIONAL> AT; BE; CH; CY; DE; DK; EA; ES; FI; FR; GB; GH; GM; GR; IE;
IT; KE; LS; LU; MC; MW; MZ; NL; OA; PT; SD; SE; SL; SZ; TZ; UG; ZW; AL;
LI; LT; LV; MK; RO; SI|
AB- <PN> WO 200113635 A1|
AB- <NV> NOVELTY - IPPU selection is sent from subscriber to access
controller (14) where an encrypted message with **service** identifier
and authorization settings, is generated. Message is communicated to
subscriber (16) with cost of IPPU **service** which is verified to be
within credit entitlement and if so, secure entitlement token is
generated for client. The token is sent to server (18) for **determining**

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status of entitlement.|
AB- <BASIC> DETAILED DESCRIPTION - An INDEPENDENT CLAIM is also included for system for providing secure impulse pay-per-use (IPPU) **services**.
USE - For use in communication networks such as cable television, **satellite** television, computer networks.
ADVANTAGE - Securely entitles subscribers to purchase **services** on impulse. Provides non-repudiation of purchase transactions via subscriber terminal, thereby requiring subscriber to pay for all impulse pay-per-use **services**. Provides absolute visibility and **control** of purchasable **services**.
DESCRIPTION OF DRAWING(S) - The figure shows the block diagram of secure impulse pay-per-use **service** system.
Access controller (14)
Subscriber (16)
Server (18)
pp; 34 DwgNo 1/2|
DE- <TITLE TERMS> SECURE; IMPULSE; PAY; PER; **SERVICE**; METHOD; COMMUNICATE
; NETWORK; CONTROL; SECURE; SEND; TOKEN; CLIENT; SERVE; DETERMINE;
SUBSCRIBER; STATUS|
DC- T01; W02; W03|
IC- <MAIN> G06F-017/60; H04N-007/167; H04N-007/173|
IC- <ADDITIONAL> G06F-015/00; G06F-019/00; H04N-007/16|
MC- <EPI> T01-H07C3B; T01-J05A1; W02-F05A1; W03-A16C5A|
FS- EPI||

15/4/12 (Item 12 from file: 350)

DIALOG(R) File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*
AA- 2001-091430/200110|
DX- <RELATED> 2001-580532|
XR- <XRPX> N01-069238|
TI- Creating and maintaining method of driver activity log for a **truck** driver, involves determining a current **vehicle** operator driving states based on predefined message, current **vehicle** position and corresponding date and time|
PA- QUALCOMM INC (QUAL-N); THIBAUT T M (THIB-I)|
AU- <INVENTORS> BIRD J B; EASTON R L; HANSOHN E; HENN D D; HOOTEN K; JENSEN J; MAULDIN T; NOVOTNY G A; URWIN A G; THIBAUT T M|
NC- 094|
NP- 008|
PN- WO 200077745 A1 20001221 WO 2000US15785 A 20000608 200110 B|
PN- AU 200054745 A 20010102 AU 200054745 A 20000608 200121
PN- US 20010010028 A1 20010726 US 99138361 P 19990610 200146
<AN> US 99363971 A 19990729
<AN> US 2001813418 A 20010320
PN- US 6317668 B1 20011113 US 99138361 P 19990610 200173
<AN> US 99363971 A 19990729
PN- EP 1190394 A1 20020327 EP 2000939695 A 20000608 200229
<AN> WO 2000US15785 A 20000608
PN- US 6421590 B2 20020716 US 99138361 P 19990610 200248
<AN> US 99363971 A 19990729
<AN> US 2001813418 A 20010320
PN- US 20020133275 A1 20020919 US 99138361 P 19990610 200264
<AN> US 99363971 A 19990729
<AN> US 2001813418 A 20010320
<AN> US 2002150612 A 20020516
PN- US 6526341 B1 20030225 US 99138361 P 19990610 200323

Search Report from Ginger R. DeMille

<AN> US 99363972 A 19990729|

AN- <LOCAL> WO 2000US15785 A 20000608; AU 200054745 A 20000608; US 99138361 P 19990610; US 99363971 A 19990729; US 2001813418 A 20010320; US 99138361 P 19990610; US 99363971 A 19990729; EP 2000939695 A 20000608; WO 2000US15785 A 20000608; US 99138361 P 19990610; US 99363971 A 19990729; US 2001813418 A 20010320; US 99138361 P 19990610; US 99363971 A 19990729; US 2001813418 A 20010320; US 2002150612 A 20020516; US 99138361 P 19990610; US 99363972 A 19990729|

AN- <PR> US 99363972 A 19990729; US 99138361 P 19990610; US 99363971 A 19990729; US 2001813418 A 20010320; US 2002150612 A 20020516|

FD- WO 200077745 A1 G07C-005/00

<DS> (National): AE AG AL AM AT AU AZ BA BB BG BR BY CA CH CN CR CU CZ DE DK DM DZ EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG UZ VN YU ZA ZW

<DS> (Regional): AT BE CH CY DE DK EA ES FI FR GB GH GM GR IE IT KE LS LU MC MW MZ NL OA PT SD SE SL SZ TZ UG ZW

FD- AU 200054745 A G07C-005/00 Based on patent WO 200077745

FD- US 20010010028 A1 G06F-007/00 Provisional application US 99138361

Cont of application US 99363971

FD- US 6317668 B1 G06F-017/60 Provisional application US 99138361

FD- EP 1190394 A1 G07C-005/00 Based on patent WO 200077745

<DS> (Regional): AL AT BE CH CY DE DK ES FI FR GB GR IE IT LI LT LU LV MC MK NL PT RO SE SI

FD- US 6421590 B2 F02D-045/00 Provisional application US 99138361

Cont of application US 99363971

FD- US 20020133275 A1 G06F-019/00 Provisional application US 99138361

Cont of application US 99363971

Cont of application US 2001813418

Cont of patent US 6317668

Cont of patent US 6421590

FD- US 6526341 B1 H04M-001/65 Provisional application US 99138361|

LA- WO 200077745(E<PG> 47); EP 1190394(E)|

DS- <NATIONAL> AE AG AL AM AT AU AZ BA BB BG BR BY CA CH CN CR CU CZ DE DK DM DZ EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG UZ VN YU ZA ZW|

DS- <REGIONAL> AT; BE; CH; CY; DE; DK; EA; ES; FI; FR; GB; GH; GM; GR; IE; IT; KE; LS; LU; MC; MW; MZ; NL; OA; PT; SD; SE; SL; SZ; TZ; UG; ZW; AL; LI; LT; LV; MK; RO; SI|

AB- <PN> WO 200077745 A1|

AB- <NV> NOVELTY - The current driver's driving **status** is **determined** by central station, based on the received message, current **vehicle** position, current date and time, previous **vehicle** position, and previous date and time|

AB- <BASIC> DETAILED DESCRIPTION - Messages corresponding to predefined evenly current **vehicle** location current date and time are determined and transmitted from the **vehicle** (102) to the **central** station (104) using mobile terminal. A current log record is created based upon the current driver's driving states and the previous and current log record are stored in the storage device. Based on log records driver activity log is created in response to a request. An INDEPENDENT CLAIM is also included for a apparatus for creating and maintaining a driver activity log for a drivers.

USE - For creating and maintaining driver activity log for **truck** , passenger **vehicle** , rail **car** , marine vessel and **airplane** drivers.

ADVANTAGE - Automatically creates and maintains driver log records for drivers without the drivers having to fill out complex log books and chart their activities. Reduces the inconvenience to drivers as they need not record activities in a log book and calculate work hours manually. Reduces the number of deliberate and inadvertent safety

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violations by drivers and also the roadside inspections and delays associated with such inspections.

DESCRIPTION OF DRAWING(S) - The drawing is an illustration of a **wireless** communication system in which the method is used.

pp; 47 DwgNo 1/5|

DE- <TITLE TERMS> MAINTAIN; METHOD; DRIVE; ACTIVE; LOG; **TRUCK** ; DRIVE;
DETERMINE; CURRENT; **VEHICLE** ; OPERATE; DRIVE; STATE; BASED; PREDEFINED
; MESSAGE; CURRENT; **VEHICLE** ; POSITION; CORRESPOND; DATE; TIME|
DC- Q52; T05; W06; X22; X23|
IC- <MAIN> F02D-045/00; G06F-007/00; G06F-017/60; G06F-019/00; G07C-005/00;
H04M-001/65|
IC- <ADDITIONAL> G05B-015/00; G07C-005/08|
MC- <EPI> T05-G01; W06-B01B1; W06-B01B6; W06-C01B1; X22-E06; X22-J; X22-P05
; X23-A09|
FS- EPI; EngPI||

15/4/13 (Item 13 from file: 350)

DIALOG(R) File 350:Derwent WPIX

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IM- *Image available*

AA- 2000-490568/200043|

XR- <XRPX> N00-364086|

TI- Wireline call delivery system to mobile terminal units, has **wireless**
unit location register connected with wireline **service control**
point to send status data of mobile transceiver unit to update database
of SCP|

PA- QWEST COMMUNICATIONS INT INC (QWES-N); US WEST INC (USWU-N)|

AU- <INVENTORS> DOUGHERTY A O; WEBB J O|

NC- 022|

NP- 003|

PN- WO 200035175 A1 20000615 WO 99US29453 A 19991213 200043 B|

PN- US 6134314 A 20001017 US 98210521 A 19981211 200054

PN- EP 1135918 A1 20010926 EP 99966149 A 19991213 200157

<AN> WO 99US29453 A 19991213|

AN- <LOCAL> WO 99US29453 A 19991213; US 98210521 A 19981211; EP 99966149 A
19991213; WO 99US29453 A 19991213|

AN- <PR> US 98210521 A 19981211|

FD- WO 200035175 A1 H04M-003/42

<DS> (National): CA MX

<DS> (Regional): AT BE CH CY DE DK ES FI FR GB GR IE IT LU MC NL PT SE

FD- EP 1135918 A1 H04M-003/42 Based on patent WO 200035175

<DS> (Regional): AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU MC NL PT
SE|

LA- WO 200035175(E<PG> 17); EP 1135918(E)|

DS- <NATIONAL> CA MX|

DS- <REGIONAL> AT; BE; CH; CY; DE; DK; ES; FI; FR; GB; GR; IE; IT; LI; LU;
MC; NL; PT; SE|

AB- <PN> WO 200035175 A1|

AB- <NV> NOVELTY - A **service control** point (SCP) (18) accesses SCP
database (20) directly when a request for call routine information is
received from wireline system (12). The SCP provides information either
for routing the call to mobile transceiver unit (28), if the unit is
available to receive call traffic, or a designated wireline termination
unit (14), when mobile unit is unavailable to receive call traffic.|

AB- <BASIC> DETAILED DESCRIPTION - A **wireless** unit location register (26)
maintains a database containing information indicative of registration
status and location of mobile transceiver unit (28). The **wireless0**
service control point (18) communicates with the register (26) for

Search Report from Ginger R. DeMille

maintaining the database (20) which has data to show the availability status of the mobile transceiver unit. The SCP **determines** whether an activity **status** timer associated with an available mobile unit has exceeded a predetermined value. The control point provides information for routing the call to the mobile transceiver unit, if the predetermined value does not exceed. The **service control** point requests the **wireless** network (24) to force registration of the mobile unit, if the activity status timer exceeds the default value. An INDEPENDENT CLAIM is also included for a method for selectively directing call traffic originating from wireline network to mobile transceiver unit.

USE - For dynamically redirecting wireline call delivery to mobile terminal units using radioaccess technologies such as cellular, personal computers, MMDS.

ADVANTAGE - Limits the need of SCP database to send out queries which delays the call delivery. Uses autonomous registration, reregistration and location reporting methods by a mobile terminal unit to provide information needed to dynamically redirect the call delivery instructions to a wireline SCP database independently of the requests from a public switch telephone network (PSTN).

DESCRIPTION OF DRAWING(S) - The figure shows the block diagram of the inter-relationship between the wireline and mobile network.

Wireline system (12)

Wireline termination unit (14)

SCP (18)

Database (20)

Wireless network (24)

Location register (26)

Mobile transceiver unit (28)

pp; 17 DwgNo 1/4|

DE- <TITLE TERMS> WIRELINE; CALL; DELIVER; SYSTEM; MOBILE; TERMINAL; UNIT;
WIRELESS ; UNIT; LOCATE; REGISTER; CONNECT; WIRELINE; **SERVICE** ;
CONTROL; POINT; SEND; STATUS; DATA; MOBILE; TRANSCEIVER; UNIT; UPDATE;
DATABASE|
DC- W01; W02|
IC- <MAIN> H04M-003/42|
MC- <EPI> W01-B05A1A; W01-C02B; W02-C03C1A; W02-C03C1E|
FS- EPI||

15/4/14 (Item 14 from file: 350)

DIALOG(R) File 350:Derwent WPIX

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IM- *Image available*
AA- 2000-037350/200003|
DX- <RELATED> 2001-440113; 2001-601361; 2002-338589; 2003-446966|
XR- <XRPX> N00-028030|
TI- **Global** positioning system warning and **control** method for **vehicle** |
PA- LEMELSON J H (LEME-I); PEDERSEN R D (PEDE-I)|
AU- <INVENTORS> LEMELSON J H; PEDERSEN R D|
NC- 001|
NP- 001|
PN- US 5983161 A 19991109 US 93105304 A 19930811 200003 B
<AN> US 96717807 A 19960924|
AN- <LOCAL> US 93105304 A 19930811; US 96717807 A 19960924|
AN- <PR> US 96717807 A 19960924; US 93105304 A 19930811|
FD- US 5983161 A G06F-165/00 CIP of application US 93105304|
LA- US 5983161(43)|
AB- <PN> US 5983161 A|

Search Report from Ginger R. DeMille

AB- <NV> NOVELTY - Kinematic tracking position of each **vehicle** (2), with centimeter accuracy, is **determined**. **Status** information and kinematic **tracking** position are transmitted to each **vehicle** and to **control centers** (12). Information received is analyzed and using fuzzy logic associative memory, expert driving response control signal relative to each collision hazard detected, is determined. |

AB- <BASIC> DETAILED DESCRIPTION - An INDEPENDENT CLAIM is also included for **global** positioning system (**GPS**) warning and control system. USE - For vehicles also for optimizing fire fighting operations. ADVANTAGE - Using **GPS satellite** location technology, kinematic **vehicle** location is derived to centimeter accuracy, which aids in effective and precise collision avoidance. DESCRIPTION OF DRAWING(S) - The figure shows the schematic system diagram of the kinematic **GPS** and dynamic velocity determination system.

Vehicle (2)
Control center (12)
pp; 43 DwgNo 2/19 |

DE- <TITLE TERMS> GLOBE; POSITION; SYSTEM; WARNING; CONTROL; METHOD; **VEHICLE** |

DC- T01; T02; W06; X22 |

IC- <MAIN> G06F-165/00 |

MC- <EPI> T01-J06A1; T01-J07C; T01-J16B; T01-M05; T02-A04B6; W06-A03A5; X22-E06B |

FS- EPI | |

15/4/15 (Item 15 from file: 350)

DIALOG(R) File 350:Derwent WPIX
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IM- *Image available*

AA- 1999-313760/199927 |

XR- <XRPX> N00-423513 |

TI- Automatic **vehicle** parking system calculates parking fee using current date, time and fee and issues parking ticket based on loading serial number |

PA- LG ELECTRONICS INC (GLDS); LG IND SYSTEMS CO LTD (GLDS) |

AU- <INVENTORS> CHOI D; CHOI D J |

NC- 004 |

NP- 005 |

PN- CN 1208803 A 19990224 CN 98117297 A 19980817 199927 B |

PN- US 6085124 A 20000704 US 98134353 A 19980814 200054

PN- KR 99016469 A 19990305 KR 9739033 A 19970816 200019

PN- KR 219852 B1 19990901 KR 9739033 A 19970816 200104

PN- TW 403804 A 20000901 TW 98113406 A 19980814 200112 |

AN- <LOCAL> CN 98117297 A 19980817; US 98134353 A 19980814; KR 9739033 A 19970816; KR 9739033 A 19970816; TW 98113406 A 19980814 |

AN- <PR> KR 9739033 A 19970816 |

FD- CN 1208803 A E04H-006/12

FD- KR 99016469 A G07B-015/00 |

LA- CN 1208803(1); US 6085124(32) |

AB- <PN> US 6085124 A |

AB- <NV> NOVELTY - Parking fee to be requested to a customer is calculated using current date, time, loading time and fee data from database. A debit data signal and credit data signal are output to calculate balance data signal. The parking ticket is issued based on loading serial number, **vehicle** number and identifier of pallet used for loading. |

AB- <BASIC> DETAILED DESCRIPTION - The parking controller outputs position

Search Report from Ginger R. DeMille

control signal of the pallets and **determines** present operating **status** of the parking apparatus based on the **control** signals. Each **vehicle** number, current date and time which are received on loading the **car**, pallet identifier, information data about whether the **car** is parked or not, data about parking fee, etc, are stored in database. The data processor selectively outputs loading data, unloading data and calculation data from the database and also outputs parking apparatus status signal and **car** presence signal, to be displayed. The processor creates loading serial number updated for each time of loading which is then output to the database together with **vehicle** number and creates and outputs loading/unloading command signal. **Another** processor controls **car** loading/unloading and determines a pallet having priority among the empty pallets to display corresponding identifier signal in case of loading. In the case of unloading, the processor outputs **vehicle** number data signal together with the unloading command signal to the controller.

USE - Automatic **vehicle** parking system.

ADVANTAGE - Secures accuracy for calculating parking fee, effectively provides convenience for use by connecting the computer, controller, parking ticket issuer and parking ticket recognizer, in a network, thus implementing the process of operating the installation, issuing the parking ticket, recognizing and calculating the fee, together.

DESCRIPTION OF DRAWING(S) - The figure is the flow chart explaining loading and unloading process.

pp; 32 DwgNo 9B/12|

DE- <TITLE TERMS> AUTOMATIC; **VEHICLE**; PARK; SYSTEM; CALCULATE; PARK; FEE; CURRENT; DATE; TIME; FEE; ISSUE; PARK; TICKET; BASED; LOAD; SERIAL; NUMBER|

DC- Q46; T01; T05|

IC- <MAIN> E04H-006/12; E04H-006/22; G07B-015/00|

IC- <ADDITIONAL> E04H-006/42|

MC- <EPI> T01-H07C5; T01-J04A; T01-J05B; T01-J10A; T01-J10B2; T05-C01|

FS- EPI; EngPI||

15/4/16 (Item 16 from file: 350)

DIALOG(R)File 350:Derwent WPIX

(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*

AA- 1998-350623/199831|

XR- <XRPX> N98-273780|

TI- Mobile **satellite** -terrestrial multi- **service** telephone system - **determines** agreement **status** between **satellite** earth station and terrestrial cellular radio phone and if feasible with bill arrangements, it is flagged|

PA- ICO SERVICES LTD (ICOS-N)|

AU- <INVENTORS> HUI K|

NC- 025|

NP- 004|

PN- GB 2321366 A 19980722 GB 971140 A 19970121 199831 B|

PN- EP 854591 A2 19980722 EP 98300362 A 19980120 199833

PN- JP 10308696 A 19981117 JP 9844164 A 19980121 199905

PN- GB 2321366 B 20010725 GB 971140 A 19970121 200143|

AN- <LOCAL> GB 971140 A 19970121; EP 98300362 A 19980120; JP 9844164 A 19980121; GB 971140 A 19970121|

AN- <PR> GB 971140 A 19970121|

FD- EP 854591 A2 H04B-007/185

<DS> (Regional): AL AT BE CH DE DK ES FI FR GB GR IE IT LI LT LU LV MC

Search Report from Ginger R. DeMille

MK NL PT RO SE SI|
LA- GB 2321366(35); EP 854591(E); JP 10308696(55)|
DS- <REGIONAL> AL; AT; BE; CH; DE; DK; ES; FI; FR; GB; GR; IE; IT; LI; LT;
LU; LV; MC; MK; NL; PT; RO; SE; SI|
AB- <BASIC> GB 2321366 A
The system has access to both the terrestrial radio telephone
service (19,23 ,21,25) and a **satellite** telephone **service** (3,5,13).
The system includes a user terminal and a ground portion. When the user
terminal is in operation , messages are exchanged with the ground
portion (5,13) through a **satellite** .
The user terminal which includes an equipment identifier which is
indicative of the compatibility of the user terminal with the ground
portion by the ground portion. Once communication commences with the
ground portion , during operation the equipment identifier (69) is sent
to the ground portion. The ground portion examines the equipment
identifier. The ground portion continues communication if the equipment
identifier indicates that the user terminal is compatible with the
ground portion.
ADVANTAGE-Roaming between terrestrial cellular telephone networks
and **satellite communication services** is possible. New billing
arrangements for handset users can be made.
Dwg.1/6|
DE- <TITLE TERMS> MOBILE; **SATELLITE** ; TERRESTRIAL; MULTI; **SERVICE** ;
TELEPHONE; SYSTEM; DETERMINE; AGREE; STATUS; **SATELLITE** ; EARTH;
STATION; TERRESTRIAL; CELLULAR; RADIO; TELEPHONE; FEASIBLE; BILL;
ARRANGE; FLAG|
DC- W01; W02|
IC- <MAIN> H04B-007/15; H04B-007/185; H04Q-007/38|
IC- <ADDITIONAL> H04Q-007/22; H04Q-007/24; H04Q-007/26; H04Q-007/30|
MC- <EPI> W01-B05A1A; W01-B05A1E; W01-B05A3; W02-C03B1A; W02-C03C1A|
FS- EPI||

15/4/17 (Item 17 from file: 350)
DIALOG(R)File 350:Derwent WPIX
(c) 2003 Thomson Derwent. All rts. reserv.

IM- *Image available*
AA- 1998-312821/199827|
XR- <XRPX> N98-245170|
TI- Multiple access RF communication system e.g. for **satellites** - has
transceiver with continuously listening receiver for outbound channel
and half duplex transceiver on inbound channel for **determining** busy
or idle **status** of common inbound frequency|
PA- STANFORD TELECOM INC (STAN-N)|
AU- <INVENTORS> BRUNO R; SCHUCHMAN L|
NC- 025|
NP- 003|
PN- WO 9823040 A2 19980528 WO 97US19986 A 19971117 199827 B|
PN- AU 9855849 A 19980610 AU 9855849 A 19971117 199843
PN- US 6049548 A 20000411 US 96754428 A 19961122 200025
<AN> US 97846491 A 19970428|
AN- <LOCAL> WO 97US19986 A 19971117; US 96754428 A 19961122; US 97846491 A
19970428; AU 9855849 A 19971117|
AN- <PR> US 97846491 A 19970428; US 96754428 A 19961122|
FD- WO 9823040 A2 H04B-000/00
<DS> (National): AU BR CA CN JP KR MX
<DS> (Regional): AT BE CH DE DK ES FI FR GB GR IE IT LU MC NL PT SE
FD- US 6049548 A H04L-012/413 CIP of application US 96754428
FD- AU 9855849 A H04B-007/19 Based on patent WO 9823040|

Search Report from Ginger R. DeMille

LA- WO 9823040(E<PG> 22)|
DS- <NATIONAL> AU BR CA CN JP KR MX|
DS- <REGIONAL> AT; BE; CH; DE; DK; ES; FI; FR; GB; GR; IE; IT; LU; MC; NL;
PT; SE|
AB- <BASIC> WO 9823040 A

The communication system includes several mobile user transceivers **communicating** with a **central hub** transceiver. Groups of mobile user transceivers are in close proximity with each other to share a common multi-access inbound to the hub frequency (F1) and a common outbound from the hub frequency (Fo).

Each mobile user transceiver includes a continuously listening receiver for the outbound channel and a half duplex transceiver on the inbound channel for determining the busy or idle status of the common inbound frequency. The status of the **carrier** outbound channel is indicated and controls the ability to transmit on the inbound channel.

USE - E.g. for long delay communication channel.

ADVANTAGE - Provides outbound proximity receiver at each mobile user station which is continuously in listening mode to **determine status**, busy or idle, of multi-access channel.

Dwg.1/5|

DE- <TITLE TERMS> MULTIPLE; ACCESS; RF; COMMUNICATE; SYSTEM; **SATELLITE** ;
TRANSCEIVER; CONTINUOUS; LISTENER; RECEIVE; CHANNEL; HALF; DUPLEX;
TRANSCEIVER; CHANNEL; DETERMINE; BUSY; IDLE; STATUS; COMMON; FREQUENCY|
DC- W02; W06|
IC- <MAIN> H04B-000/00; H04B-007/19; H04L-012/413|
MC- <EPI> W02-C03B1A; W02-C03C3A; W02-C03C3E; W06-B02E|
FS- EPI||

15/4/18 (Item 18 from file: 350)

DIALOG(R)File 350:Derwent WPIX
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IM- *Image available*

AA- 1998-293371/199826|

XR- <XRPX> N98-230572|

TI- **Control** apparatus for **vehicle** - has **control** unit which regulates **vehicle** operation based on resulting output of connecting unit which changes **vehicle control** characteristic according to selected control map|

PA- NISSAN MOTOR CO LTD (NSMO)|

NC- 001|

NP- 001|

PN- JP 10103101 A 19980421 JP 96256797 A 19960927 199826 B|

AN- <LOCAL> JP 96256797 A 19960927|

AN- <PR> JP 96256797 A 19960927|

FD- JP 10103101 A F02D-029/02|

LA- JP 10103101(19)|

AB- <BASIC> JP 10103101 A

The apparatus has a detector (50) which **determines** the running **status** of a **vehicle** based on positional data obtained via **GPS** unit. Several control maps are stored into a control characteristic storing unit (51). A selector (52) chooses one of the stored control maps according to the detected running status of the **vehicle**.

The **control** characteristic of the **vehicle** is smoothly changed via connecting unit (53) based on the selected control map. Based on the resulting output of the connecting unit, a control unit (54) regulates the **vehicle**.

ADVANTAGE - Prevents sudden variation in control characteristics. Improves vehicular operability. Prevents modification of **control**

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characteristic when **vehicle** is not accelerated by driver. Enables driver to change **vehicle** speed based on e.g. map data, traffic situation. Control map can be altered through continuous variation in correction value. Ensures smooth control switching, since modification of correcting value is stopped when distance between vehicles is within predetermined value. Offers sensitive reflection of modifications done on **control** characteristic of **vehicle** .

Dwg.1/23|

DE- <TITLE TERMS> CONTROL; APPARATUS; **VEHICLE** ; CONTROL; UNIT; REGULATE;
1VEHICLE ; OPERATE; BASED; RESULT; OUTPUT; CONNECT; UNIT; CHANGE;
VEHICLE ; CONTROL; CHARACTERISTIC; ACCORD; SELECT; CONTROL; MAP|
DE- <ADDITIONAL WORDS> **GLOBAL** ; **POSITIONING** ; **SYSTEM** |
DC- Q52; W06; X22|
IC- <MAIN> F02D-029/02|
IC- <ADDITIONAL> F02D-041/04; F02D-045/00; G01S-005/14|
MC- <EPI> W06-A03A5; X22-A03; X22-G01|
FS- EPI; EngPI||

15/4/19 (Item 19 from file: 350)

DIALOG(R) File 350:Derwent WPIX

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IM- *Image available*

AA- 1998-008211/199801|

XR- <XRPX> N98-006508|

TI- Missile tracking system for air traffic applications, such as range safety tracking and data processing - has circuit board with modular construction for versatility, **GPS** receiver that samples **GPS satellites** at high sample rate, and C band station for radar link providing more bandwidth|

PA- BREWSTER R J (BREW-I)|

AU- <INVENTORS> BREWSTER R J|

NC- 001|

NP- 001|

PN- US 5689420 A 19971118 US 94300925 A 19940906 199801 B

<AN> US 95546608 A 19951023|

AN- <LOCAL> US 94300925 A 19940906; US 95546608 A 19951023|

AN- <PR> US 95546608 A 19951023; US 94300925 A 19940906|

FD- US 5689420 A H04B-007/185 CIP of application US 94300925|

LA- US 5689420(7)|

AB- <BASIC> US 5689420 A

The system comprises a receiver on board the airborne **vehicle** for receiving navigation signals from **global positioning satellites** (**GPS**), at least one computer on board the airborne **vehicle** , connected to the receiver and interfaced with pre-existing on board computers, sensors, and data packages, for **determining status** information of the airborne **vehicle** and formatting the status information into EFG EFG earth centred coordinates, and

a "'C'" band transceiver on board the airborne **vehicle** , connected to the computer for transmitting the formatted status information to ground station. The status information includes position, velocity, and time data.

The formatted status information received by the ground station is used for either analysis, instrumentation acquisition, display, recording, or destruct initiation, where an on board destruct package is further included. The independent tracking system consists of a **GPS** receiver to collect data from **GPS satellites** , computer s data processor s , data transmitter, data receiver and power supply. The **GPS satellites** are sampled at a high rate to meet user engineering,

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metric, and Range Safety data requirements. Data are processed using standard least squares fit or Kalman filter data processing algorithms. The resulting EFG EFG or XYZ earth centred time tagged vector is transmitted to a receiving station on the earth's surface or other **vehicle** .

USE - For providing status information of airborne **vehicle** to **control** flight, initiate destruct commands, and provide data to ground stations.

ADVANTAGE - Provides range safety with low cost independent data source, satisfies all current range safety requirements. C-band up link saves power by transmitting more data and can be used to turn module on or off. Universal vector format used allows instant use for tracking instrument drive, Range Safety display and engineering sampling, which greatly reduces current restrictions on delayed data, data format, mission turnaround time and need for expensive ground data processing workstations.

Dwg.1/3|

DE- <TITLE TERMS> MISSILE; TRACK; SYSTEM; AIR; TRAFFIC; APPLY; RANGE; SAFETY; TRACK; DATA; PROCESS; CIRCUIT; BOARD; MODULE; CONSTRUCTION; VERSATILE; GROUP; RECEIVE; SAMPLE; GROUP; **SATELLITE** ; HIGH; SAMPLE; RATE; BAND; STATION; RADAR; LINK; MORE; BANDWIDTH|
DE- <ADDITIONAL WORDS> REMOTE; TRACKING; AND; MASTER; RANGE; STATION|
DC- T01; W02; W06; W07|
IC- <MAIN> H04B-007/185|
IC- <ADDITIONAL> G01S-005/02|
MC- <EPI> T01-J06B; W02-C03B1; W06-A03A1; W07-A01C|
FS- EPI||

15/4/20 (Item 20 from file: 350)

DIALOG(R)File 350:Derwent WPIX
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IM- *Image available*
AA- 1997-013781/199702|
XR- <XRPX> N97-011953|
TI- Automatic transmission control system with location detection for motor **vehicle** - has electronic **control** unit, navigation system, **vehicle** status sensors and memory for driver operated transmission shift and mapping of shift changes|
PA- AISIN AW CO LTD (AISW); EQUOS RES KK (EQUO-N)|
AU- <INVENTORS> KUSAFUKA N; MIKI N; MOROTO S; MURASE Y; YOKOYAMA S|
NC- 004|
NP- 002|
PN- EP 745788 A1 19961204 EP 96108540 A 19960529 199702 B|
PN- JP 8326894 A 19961210 JP 95157219 A 19950530 199708|
AN- <LOCAL> EP 96108540 A 19960529; JP 95157219 A 19950530|
AN- <PR> JP 95157219 A 19950530|
CT- 3.Jnl.Ref; DE 4337163; JP 60023662; JP 62292947; JP 8082365|
FD- EP 745788 A1 F16H-061/02
<DS> (Regional): DE FR GB
FD- JP 8326894 A F16H-061/02|
LA- EP 745788(E<PG> 17); JP 8326894(11)|
DS- <REGIONAL> DE; FR; GB|
AB- <BASIC> EP 745788 A

The automatic transmission system includes **vehicle** location detection (2) using a navigation system (10) with **GPS** receiver (11) and navigation memory (12) and related transmission shift map data. The **vehicle status** is **determined** from sensors (2), including brake switch (72) and gyro sensor (13).

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The shift map is changed to that detected as the **vehicle** position changes. The transmission mechanism (6) is controlled according to learned and stored values in accordance with a changed shift map.

USE/ADVANTAGE - Control of transmission is **determined** according to **vehicle status** w.r.t. to stored transmission data and location detected from navigation system, thus achieving running characteristics required by driver without requiring intervention by driver.

Dwg.2/8|

DE- <TITLE TERMS> AUTOMATIC; TRANSMISSION; CONTROL; SYSTEM; LOCATE; DETECT; MOTOR; **VEHICLE** ; ELECTRONIC; CONTROL; UNIT; NAVIGATION; SYSTEM; **VEHICLE** ; STATUS; SENSE; MEMORY; DRIVE; OPERATE; TRANSMISSION; SHIFT; MAP; SHIFT; CHANGE|

DC- Q64; S02; W06; X22|

IC- <MAIN> F16H-061/02|

IC- <ADDITIONAL> F16H-059/66; F16H-059-60; G08G-001/09|

MC- <EPI> S02-B08; W06-A03A5; W06-A07; X22-E06D; X22-G01|

FS- EPI; EngPI||

15/4/21 (Item 21 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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IM- *Image available*

AA- 1996-259237/199626|

XR- <XRPX> N96-218122|

TI- **GPS** communications multi-interface - has **GPS** receiver coupled to processor via **bus** , and **communications** multi-interface coupled to both via **bus** |

PA- MOTOROLA INC (MOTI)|

AU- <INVENTORS> BICKLEY R H; KELLER T W; MOY L L; SIKORSKI R W; YEE D M|

NC- 001|

NP- 001|

PN- US 5519403 A 19960521 US 93158886 A 19931129 199626 B|

AN- <LOCAL> US 93158886 A 19931129|

AN- <PR> US 93158886 A 19931129|

FD- US 5519403 A H04B-007/185|

LA- US 5519403(13)|

AB- <BASIC> US 5519403 A

The **Global** Positioning System (**GPS**) communications multi-interface includes a **GPS** receiver coupled to a processor via a **bus** . A **communications** multi-interface is coupled to both the receiver and the processor also via the **bus** , enabling the processor to present position information to the multi-interface.

The multi-interface includes a **status** /configuration **determiner** with an input/output, a two-tone modem interface with a receive/transmit audio input/output, and a serial digital interface. Also included are a multi-tone modem interface, a **bus** parallel interface and a common controller. The common controller couples the **different** interfaces to the **bus** . Pref. a push-to-talk input/output is coupled to the processor and, in addition, an RS-232 input/output is coupled to both the processor and the common controller.

ADVANTAGE - Provides flexible, adaptable interface between a **GPS** and a variety of communication systems. Allows accurate positioning information to be communicated to second location.

Dwg.1/9|

DE- <TITLE TERMS> GROUP; COMMUNICATE; MULTI; INTERFACE; GROUP; RECEIVE; COUPLE; PROCESSOR; **BUS** ; COMMUNICATE; MULTI; INTERFACE; COUPLE; **BUS** |

DE- <ADDITIONAL WORDS> **GLO** **BAL** **_POSIT** ; POSITIONING; SYSTEM|

DC- W02; W05; W06|

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IC- <MAIN> H04B-007/185|
MC- <EPI> W02-C03C1E; W05-A05C1; W06-A03A|
FS- EPI||

15/4/22 (Item 22 from file: 350)

DIALOG(R) File 350:Derwent WPIX
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IM- *Image available*
AA- 1994-289636/199436|
XR- <XRPX> N94-228357|
TI- Television receiver displaying **satellite** dish polarity - incorporates memory for displaying status data for each broadcast channel after detecting display command of remote commander|
PA- SONY CORP (SONY)|
NC- 001|
NP- 001|
PN- JP 6217226 A 19940805 JP 9323493 A 19930120 199436 B|
AN- <LOCAL> JP 9323493 A 19930120|
AN- <PR> JP 9323493 A 19930120|
FD- JP 6217226 A H04N-005/445|
LA- JP 6217226(6)|
AB- <BASIC> JP 6217226 A

The status data of planes of polarisation of received wave, IF frequency and scramble system of each broadcast channels are stored in the memory beforehand at the time of manufacturing. The tuner is tuned to select the antenna level of broadcast channel in the antenna level mode.

When the display command of remote commander is detected, the currently set status data in the memory is displayed on the screen through the **control bus**.

ADVANTAGE - Enables displaying received antenna level. **Checks status** data of each broadcast level and performs antenna regulation easily. Improves work luminous efficiency.

Dwg.2/3|

DE- <TITLE TERMS> TELEVISION; RECEIVE; DISPLAY; **SATELLITE** ; DISH; POLARITY ; INCORPORATE; MEMORY; DISPLAY; STATUS; DATA; BROADCAST; CHANNEL; AFTER ; DETECT; DISPLAY; COMMAND; REMOTE; COMMAND|
DC- W03|
IC- <MAIN> H04N-005/445|
IC- <ADDITIONAL> H04N-007/20|
MC- <EPI> W03-A01C; W03-A03B; W03-A13G; W03-A16A|
FS- EPI||

15/4/23 (Item 23 from file: 350)

DIALOG(R) File 350:Derwent WPIX
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IM- *Image available*
AA- 1994-009410/199402|
XR- <XRPX> N94-007584|
TI- LAN interfacing system - has frontplane and backplane connecting to network and host, internal **buses** for **communication** between backplane and frontplane and processor and memory, interface **control** processor, and internal **bus** controller|
PA- HEWLETT-PACKARD CO (HEWP)|
AU- <INVENTORS> LAM R T W; MATHEW B H; WAKELY M P; LAM R T; WAKELEY M P|
NC- 005|

Search Report from Ginger R. DeMille

NP- 004|
 PN- EP 577110 A2 19940105 EP 93110469 A 19930630 199402 B|
 PN- JP 6097938 A 19940408 JP 93190802 A 19930702 199419
 PN- US 5355452 A 19941011 US 92907955 A 19920702 199440
 PN- EP 577110 A3 19950419 EP 93110469 A 19930630 199545|
 AN- <LOCAL> EP 93110469 A 19930630; JP 93190802 A 19930702; US 92907955 A
 19920702; EP 93110469 A 19930630|
 AN- <PR> US 92907955 A 19920702|
 CT- No-SR.Pub; US 4771286; US 4908823|
 FD- EP 577110 A2 H04L-012/40
 <DS> (Regional): DE FR GB
 FD- JP 6097938 A H04L-012/28
 FD- US 5355452 A G06F-013/00
 FD- EP 577110 A3 H04L-012/40|
 LA- EP 577110(E<PG> 12); JP 6097938(10); US 5355452(11)|
 DS- <REGIONAL> DE; FR; GB|
 AB- <BASIC> EP 577110 A

The local area network interfacing system includes a frontplane circuit for connecting the interfacing system to a local area network and a backplane circuit for connecting the interfacing system to a host. A first internal **bus** is included for providing communication between the backplane circuit and the frontplane circuit.

A processor is included for controlling the operation of the interfacing system. A **second** internal **bus** is included for providing communication between the processor and associated memory. An internal **bus control** circuit facilitates and controls communication between the first and second internal busses.

ADVANTAGE - Dual internal **buses** afford high speed operation with inexpensive processor by allowing for input and output operations to be completed without being impeded by processor operations.

Dwg.2/10|

AB- <US> US 5355452 A

The interface system for providing an interface between a local area network and a host, has a first **bus** which is connected to a back-plane controller for interfacing the first **bus** to the host.

A **second bus** is connected to a front-plane controller, as is the first **bus**, for interfacing to the local area network.

A processor controls **communication** between the two **buses**, which communicate via a transceiver. A mid-plane controller is connected to the **second bus** for allowing the processor to **determine** the **status** of activity on the first **bus** by **communicating** directly with it.

ADVANTAGE - Dual internal busses afford high speed operation with inexpensive processor. Allows input and output operations to be completed without being impeded by processor operations.

Dwg.1/10|

DE- <TITLE TERMS> LAN; INTERFACE; SYSTEM; CONNECT; NETWORK; HOST; INTERNAL;
BUS ; COMMUNICATE; PROCESSOR; MEMORY; INTERFACE; CONTROL; PROCESSOR;
 INTERNAL; **BUS** ; CONTROL|

DC- T01; W01|

IC- <MAIN> H04L-012/28; H04L-012/40|

IC- <ADDITIONAL> G06F-013/36|

MC- <EPI> T01-C03A; T01-C07C; T01-H05B2; T01-H07A; W01-A06B1; W01-A06B5A;
 W01-A06E1; W01-A06G3|

FS- EPI||

15/4/24 (Item 24 from file: 350)
 DIALOG(R)File 350:Derwent WPIX

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IM- *Image available*
AA- 1988-308710/198844|
XR- <XRPX> N88-234322|
TI- Adaptor **bus** switch for **control** unit - connects each switch part to given set of adaptors by primary **bus** and to **another** set by secondary **buses** |
PA- INT BUSINESS MACHINES CORP (IBMC); IBM CORP (IBMC)|
AU- <INVENTORS> AUSTRUY P; MUNIER J; PORET M; MUNIER J M|
NC- 014|
NP- 007|
PN- EP 288648 A 19881102 EP 87430011 A 19870422 198844 B|
PN- AU 8814623 A 19881020 198850
PN- EP 288648 B1 19920708 EP 87430011 A 19870422 199228
PN- DE 3780306 G 19920813 DE 3780306 A 19870422 199234
<AN> EP 87430011 A 19870422
PN- CA 1305555 C 19920721 CA 564155 A 19880414 199235
PN- US 5140691 A 19920818 US 88176134 A 19880331 199236
<AN> US 90577837 A 19900830
PN- ES 2032851 T3 19930301 EP 87430011 A 19870422 199321|
AN- <LOCAL> EP 87430011 A 19870422; EP 87430011 A 19870422; DE 3780306 A 19870422; EP 87430011 A 19870422; CA 564155 A 19880414; US 88176134 A 19880331; US 90577837 A 19900830; EP 87430011 A 19870422|
AN- <PR> EP 87430011 A 19870422|
CT- EP 164015; EP 83422; 01Jnl.Ref|
FD- EP 288648 A
<DS> (Regional): AT BE CH DE ES FR GB IT LI NL SE
FD- EP 288648 B1 G06F-011/20
<DS> (Regional): AT BE CH DE ES FR GB IT LI NL SE
FD- DE 3780306 G G06F-011/20 Based on patent EP 288648
FD- US 5140691 A G06F-011/16 Cont of application US 88176134
FD- ES 2032851 T3 G06F-011/20 Based on patent EP 288648
FD- CA 1305555 C G06F-013/12|
LA- EP 288648(E<PG> 24); EP 288648(E<PG> 27); US 5140691(22)|
DS- <REGIONAL> AT; BE; CH; DE; ES; FR; GB; IT; LI; NL; SE|
AB- <BASIC> EP 288648 A

A partitioned processing unit is used having two independent processing unit parts (26,28) and a partitioned switching device having two independent switch parts (38,40). Each switch part is associated logically with a corresp. part of the partitioned processing unit.

Each processing unit part is connected to an associated group of adapters by a respective primary **bus** (52,54) and to the group of adapters of the other unit by a respective secondary **bus** (46,48). A **service** processor (14) **checks** continuously the **status** of both processing unit parts and if either one fails it controls the **bus** -switching by operation of the switches (38,40) to maintain all the adaptors connected to whichever processing unit is still working.

USE/ADVANTAGE - Manages devices such as line adapters of communication controller or other devices such as disk drives, tape drives. Enables communication without significant decrease of performance when control unit part is inoperative|

AB- <EP> EP 288648 B

A Control unit (CU) including a Processing Unit (12) (PU) and a plurality of adapters (18) with which said PU has to exchange data and/or control signals on a reliable basis, said PU operating a Control Program and being provided with a **Service** Processor (14) connected to the PU and monitoring its status, said adapters (18) being partitioned into at least two sets (56, 58) and the PU (12) being similarly partitioned into at least two independent PU parts (25; 28) PU-A, PU-B,

a given set of adapters is connected to a given PU part by a **bus** switching device (30), able to connect each given set of adapters to a dedicated PU part through a primary **bus** (52, 54) and each other set of adapters to the same PU part through secondary busses (46, 48), said control unit being characterised in that: said **bus** switching device (30) includes at least two independent Switch parts SW-A (38), SW-B (40), each of which is connected to a dedicated PU part PU-A (26), PU-B (28), and comprises a Switch Configuration Register SWCONF-A (88) (respectively SWCONF-B (90)), each of said SWCONF registers being loaded by the **Service** Processor (14) with binary values determining the following operating modes of the control unit; depending upon the status of each PU part as monitored by the **Service** Processor (14); - a NORMAL mode, wherein each Processing Unit part (26, 28) is connected to a dedicated adapter-set (56, 58) by its respective Switch part (38, 40) and its respective primary **bus** (52 or 54), the second busses (46, 48) being inactive, - FALL BACK modess (FALL BACK-A/FALL BACK-B modes) wherein one PU part and/or dedicated switch part (PU-B and/or SW-B) being inoperative, two adapter-sets (56, 58) are connected to an operative PU part (PU-A (26)) by its dedicated switch part SW-A (38) and the corresponding primary and secondary busses (52, 48), the primary **bus** (54) connected to the inoperative PU part and/or dedicated switch part being inactive. |

AB- <US> US 5140691 A

The control unit includes a processing unit (12) controlled by a **service** processor (14), and a plurality of adapters (18) exchanging data and/or control signals with said processing unit (PU). For ensuring a continuous operation of the control unit, the adapters are portioned into at least two sets (56, 58), and the PU is partitioned into at least two parts (26, 28), each set of adapters being connected to a dedicated PU part by a primary **bus** (52, 54). Besides, in order to allow the fall back of a set of adapters onto another PU part if the PU part to which it is normally connected is inoperative, a **bus** switching device (30) is provided.

This **bus** switching device includes at least two switch parts (38, 40), and each switch part performs the switching of a given set of adapters onto a given PU part, according to the status of each PU part. Therefore, each switch part is connected to a given set of adapters by a primary **bus** and to the other sets of adapters by secondary busses (46, 48) which become active in fall back mode.

USE - For communications controller, disk drive, tape drive |

DE- <TITLE TERMS> ADAPT; **BUS** ; SWITCH; CONTROL; UNIT; CONNECT; SWITCH; PART; SET; ADAPT; PRIMARY; **BUS** ; SET; SECONDARY; **BUS** |

DC- T01 |

IC- <MAIN> G06F-011/16; G06F-011/20; G06F-013/12 |

IC- <ADDITIONAL> G06F-013/10 |

MC- <EPI> T01-G03 |

FS- EPI ||

15/4/25 (Item 25 from file: 350)

DIALOG(R) File 350:Derwent WPIX

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AA- 1987-058019/198709 |

XR- <XRPX> N87-043968 |

TI- Shared interrupt handler for microcomputer system - has common interrupt line shared by multiple input-output devices using interrupt handler routine and linked-list data structure |

PA- INT BUSINESS MACHINES CORP (IBMC); IBM CORP (IBMC) |

AU- <INVENTORS> BRADLEY D J; KONOPIK B J; REED M A; TANNENBAUM A R; TURNER

Search Report from Ginger R. DeMille

M R; TANNENBSUM A R|
 NC- 005|
 NP- 005|
 PN- EP 212393 A 19870304 EP 86110656 A 19860801 198709 B|
 PN- US 4768149 A 19880830 US 85770541 A 19850829 198837
 PN- CA 1251869 A 19890328 198917
 PN- EP 212393 B1 19930303 EP 86110656 A 19860801 199309
 PN- DE 3687866 G 19930408 DE 3687866 A 19860801 199315
 <AN> EP 86110656 A 19860801|
 AN- <LOCAL> EP 86110656 A 19860801; US 85770541 A 19850829; EP 86110656 A
 19860801; DE 3687866 A 19860801; EP 86110656 A 19860801|
 AN- <PR> US 85770541 A 19850829|
 CT- 1.Jnl.Ref; A3...8929; DE 2446245; EP 104545; No-SR.Pub; US 4315314; US
 4349872|
 FD- EP 212393 A
 <DS> (Regional): DE FR GB
 FD- US 4768149 A
 FD- EP 212393 B1 G06F-013/24
 <DS> (Regional): DE FR GB
 FD- DE 3687866 G G06F-013/24 Based on patent EP 212393|
 LA- EP 212393(E<PG> 92); US 4768149(41); EP 212393(E<PG> 51)|
 DS- <REGIONAL> DE; FR; GB|
 AB- <BASIC> EP 212393 A

An interrupts sharing program provides orderly linking of a newly-loaded interrupt handler routine (H(B)) into a linked-list data structure of previously-loaded interrupt handler routines. The program allows orderly sharing of the interrupt line whilst a given applications program (AP(A)) is active. The newly-activated applications program (AP(B)) corresponding to the newly-loaded interrupts handler routine (H(B)) replaces the interrupt vector in store with a pointer to the handler routine.

The existing interrupt vector provides a forward point address and is stored with a fixed memory offset from the newly loaded interrupts handler routine.

USE/ADVANTAGE - Serial communications devices, local area network interfaces, parallel printers, diskette controllers, disc controllers and real-time clocks. Several I/O devices can share single interrupts line. Out-of-sequence termination of interrupts handler routines are allowed in multi-testing environment. Several shared interrupts handlers are managed in linked-list data structure.

11.14|

AB- <EP> EP 212393 B

An arrangement for enabling I/O devices (31 - 35) to share a common interrupt line (IRQ7) in a microcomputer including a central computing means (20), a memory (32) and a plurality said I/O devices connected together by a **bus** (26), each of said I/O devices having an output connected to said common interrupt line, for transmitting a corresponding interrupt signal on said interrupt line, and each of said I/O devices having an input connected to said common interrupt line, for monitoring said interrupt line for the occurrence of an interrupt signal thereon and for blocking the transmission of subsequently occurring interrupt signals in response thereto, characterised by: a plurality of interrupt handler routines (H(A), H(B), (H(C)) stored as a chain in said memory, each having an instruction portion containing instructions executable by said **central** computing means, to **service** said interrupt demands of a respective one of said I/O devices, and each interrupt handler routine having a control block portion (C(A), C(B), C(C)) located at a fixed relative position from the beginning of said instruction portion; for storing a pointer address (P(A), P(B), P(C)) to the beginning of the instruction portion for the next interrupt handler routine in said chain; said central computing means

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interrupting the existing execution of a main program and accessing over said **bus** , an interrupt vector location (V(0), V(2), V(6), V(7)) in said memory in response to an interrupt signal on said interrupt line, said vector location storing the address of the beginning of the instruction portion for the first interrupt handler routine in said chain corresponding to a first one of said I/O devices; said central computing means executing a **status determination** segment of said instruction portion of said first interrupt handler routine and in response thereto, accessing over said **bus** , said interrupt status value stored by said first I/O device, and determining whether said first I/O device caused said interrupt signal to be transmitted on said interrupt line; said central computing means executing a **service** routine segment of said instruction portion of said first interrupt handler routine in response to a determination by said central computing means that said first I/O device caused said interrupt signal, for servicing said interrupt demand of said first I/O device; said central computing means executing a **global** rearm segment of said instruction portion of said first interrupt handler routine and in response thereto, transmitting a **global** rearm message over said **bus** to all of said plurality of I/O devices, for unblocking said transmission of said subsequently occurring interrupt signals from said I/O devices, prior to returning control back to said interrupted main program; said central computing means executing a control trans|

AB- <US> US 4768149 A

The management system is used for managing a number of interrupt handlers in a linked-list data structure and for servicing several input/output devices sharing a common interrupt line in a microcomputer. The system provides for an orderly method to link a newly loaded interrupt handler routine into a linked-list data structure consisting of previously loaded interrupt handler routines. The system further provides for an orderly method to share a common interrupt line among several input/output devices being **served** by the interrupt handlers.

The system unlinks a particular interrupt handler routine from the linked-list data structure when a corresponding input/output device is to be deactivated. In a multitasking operating system environment, input/output devices can be deactivated in a different sequence from that in which they were originally activated.

ADVANTAGE - Several I/O devices can share single interrupt line, allows out-of-sequence termination of interrupt handler routines in multitasking environment. (41pp)u|

DE- <TITLE TERMS> SHARE; INTERRUPT; HANDLE; MICROCOMPUTER; SYSTEM; COMMON; INTERRUPT; LINE; SHARE; MULTIPLE; INPUT; OUTPUT; DEVICE; INTERRUPT; HANDLE; ROUTINE; LINK; LIST; DATA; STRUCTURE|

DC- T01|

IC- <MAIN> G06F-013/24|

IC- <ADDITIONAL> G06F-009/46|

MC- <EPI> T01-H05B|

FS- EPI||

15/4/26 (Item 1 from file: 347)

FN- DIALOG(R)File 347:JAPIO|

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TI- LOADING **STATUS CHECKING** SYSTEM IN BAGGAGE COMPARTMENT OF **VEHICLE**

PN- 10-109584 -JP 10109584 A-

PD- April 28, 1998 (19980428)

AU- KITAMURA FUMIAKI

PA- NISSAN DIESEL MOTOR CO LTD [323893] (A Japanese Company or Corporation)
JP (Japan)

Search Report from Ginger R. DeMille

AN- 08-266075 -JP 96266075-
AN- 08-266075 -JP 96266075-
AD- October 07, 1996 (19961007)
IC- -6- B60P-001/00; B60P-005/00
CL- 26.2 (TRANSPORTATION -- Motor Vehicles); 34.4 (SPACE DEVELOPMENT -- Communication)
KW- R007 (ULTRASONIC WAVES); R098 (ELECTRONIC MATERIALS -- Charge Transfer Elements, CCD & BBD); R131 (INFORMATION PROCESSING -- Microcomputers & Microprocessors)
AB- PROBLEM TO BE SOLVED: To provide a loading **status checking** system in a luggage compartment, reducing the burden of a **vehicle** keeper and a diver as well as making this keeper capable of efficient allocations of vehicles.

SOLUTION: In a **vehicle** side system, when a speed signal from a speed sensor is $v=0$ (stoppage) and, after a fact that opening or closing of a door is carried out is judged on the basis of an on-off signal out of a door on-off sensor, when the speed signal from the speed sensor is turned to $v>0$ (during travel), material handling operations are so judged as finished (S1 to S4), whereby the total **car** weight is inputted from a self-weight gauge (S5). Then, referring to the total **car** weight in time of the empty stored, a loading reserve is calculated (S6), while the current **car** position is inputted (S7) from the **GPS**, and the total **car** weight, the loading reserve and the **car** position are automatically transmitted to a **vehicle control** side system (S8) via a transmitter-receiver. On the other hand, in this **vehicle control** side system, data transmitted out of the **vehicle** side system are displayed on a TV monitor, therefore a **vehicle** keeper sees this display, performing an efficient allocation of cars.

15/4/27 (Item 2 from file: 347)

FN- DIALOG(R)File 347:JAPIO|
CZ- (c) 2003 JPO & JAPIO. All rts. reserv.|
TI- **CONTROL METHOD FOR CAR AIR CONDITIONER**
PN- 58-194619 -JP 58194619 A-
PD- November 12, 1983 (19831112)
AU- SUMIYA YASUHIKO; IKEBUKURO MUNEMITSU
PA- NIPPON DENSO CO LTD [000426] (A Japanese Company or Corporation), JP (Japan)
AN- 57-077225 -JP 8277225-
AN- 57-077225 -JP 8277225-
AD- May 08, 1982 (19820508)
IC- -3- B60H-003/00; B60H-001/08
CL- 26.2 (TRANSPORTATION -- Motor Vehicles); 24.2 (CHEMICAL ENGINEERING -- Heating & Cooling)
KW- R131 (INFORMATION PROCESSING -- Microcomputers & Microprocessors)
SO- Section: M, Section No. 277, Vol. 08, No. 37, Pg. 145, February 17, 1984 (19840217)
AB- PURPOSE: To prevent the heating effect from being deteriorated by increasing the inside air circulation quantity with an inside and outside air transfer unit if the cooling water temperature is lower than the first value and by increasing the engine speed if it becomes lower than the **second** value when the **car** stop is detected while idling.
CONSTITUTION: Signals from various sensor groups 8, 13 and an operation panel 16 are fed to an air conditioner microcomputer 12, which decides the selection of the circulation capacity, blow out air temperature, and blow out port. When a loading status switch 16a is

Search Report from Ginger R. DeMille

turned on into a loading status while idling, first whether the cooling water temperature TW detected by the sensor 8 is higher than 75c or not is judged, and if it is higher, a normal control is performed, and if it is lower, the signal output **status** is **determined** for the inside air transfer to a damper 20. Next, whether TW is higher than, e.g., 65c or not is judged, and if lower, the signal output status for idle up is determined. Therefore, when a **car** is heated during its stop, a decrease of the blow out air temperature and the deterioration of the heating feeling are prevented.

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? t11/4/

11/4/1 (Item 1 from file: 350)

DIALOG(R)File 350:Derwent WPIX

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IM- *Image available*

AA- 2003-019525/200301|

XR- <XRPX> N03-014959|

TI- Providing consumer assistance over LAN or WAN communications systems
e.g. for **mail delivery** services etc., where advice can be provided
from an expert, another consumer, or on an **available service** |

PA- US POSTAL SERVICE (USPO-N)|

AU- <INVENTORS> CRAIN M J|

NC- 100|

NP- 001|

PN- WO 200288887 A2 20021107 WO 2002US13428 A 20020430 200301 B|

AN- <LOCAL> WO 2002US13428 A 20020430|

AN- <PR> US 2001286989 P 20010430|

FD- WO 200288887 A2 G06F-000/00

<DS> (National): AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR
CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG
KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT
RO RU SD SE SG SI SK SL TJ TM TN TR TT TZ UA UG US UZ VN YU ZA ZM ZW

<DS> (Regional): AT BE CH CY DE DK EA ES FI FR GB GH GM GR IE IT KE LS
LU MC MW MZ NL OA PT SD SE SL SZ TR TZ UG ZM ZW|

LA- WO 200288887(E<PG> 36)|

DS- <NATIONAL> AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ
DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR
KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ OM PH PL PT RO RU
SD SE SG SI SK SL TJ TM TN TR TT TZ UA UG US UZ VN YU ZA ZM ZW|

DS- <REGIONAL> AT; BE; CH; CY; DE; DK; EA; ES; FI; FR; GB; GH; GM; GR; IE;
IT; KE; LS; LU; MC; MW; MZ; NL; OA; PT; SD; SE; SL; SZ; TR; TZ; UG; ZM;
ZW|

AB- <PN> WO 200288887 A2|

AB- <NV> NOVELTY - The method provides consumers assistance in terms of
advice from an expert, or advice from another consumer, or advice on an
available service, by providing a **communications hub** for
consumers.|

AB- <BASIC> DETAILED DESCRIPTION - INDEPENDENT CLAIM included for the
following:system; computer-readable medium

USE - For for **mail delivery** services etc.

ADVANTAGE - Efficiently provides consumer assistance.

DESCRIPTION OF DRAWING(S) - The diagram illustrates **different**
types of **service** that may be provided by an exemplary consumer
assistance system

expert opinions (410)

system operator advice (420)

peer advice (425)

pp; 36 DwgNo 4/6|

DE- <TITLE TERMS> CONSUME; ASSIST; LAN; WAN; COMMUNICATE; SYSTEM; MAIL;
DELIVER; SERVICE; ADVICE; CAN; EXPERT; CONSUME; AVAILABLE; SERVICE|

DC- T01|

IC- <MAIN> G06F-000/00|

MC- <EPI> T01-N01A2A; T01-N01A2D; T01-S03|

FS- EPI||

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Search Report from Ginger R. DeMille

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 File 475:Wall Street Journal Abs 1973-2003/Sep 23
 (c) 2003 The New York Times
 File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13
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S1	11154	(TRANSPORTING OR SHIPPING OR MOVING OR DELIVERY) (5N) (GOODS OR FREIGHT OR AIRFREIGHT OR SHIPMENT? ? OR CARGO?? OR MATERIALS OR PACKAGE? ? OR MAIL OR PARTICLES OR BULK OR CRATE? ?)
S2	1917384	CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR - BUSES OR TRUCK? ? OR VEHICLE OR TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?
S3	78857	(SHIPPING OR DELIVERY OR TRANSPORTATION OR TRANSPORTING OR SHIPMENT OR S2 OR DELIVERY) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S4	1520	S3(3N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S5	43032	(DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING) (5N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S6	71469	S2(5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION OR ROUTE OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S7	15036	(ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD()PARTY) (3-W) S2
S8	561587	WIRELESS OR GPS OR HANDHELD OR HAND()HELD OR GLOBAL OR SATELLITE?
S9	3848	(TRACK? OR CHECK? OR DETERMIN? OR TRACE? OR TRACING) (3N) (STATUS)
S10	0	S1 AND (S4 OR S5) AND S6 AND S7 AND (S8 OR S9)
S11	0	S1 AND (S4 OR S5) AND S6 AND S7
S12	0	S2 AND S9 AND (S3 OR S4 OR S5) AND S7
S13	8	S2 AND S9 AND (S3:S5) AND (S7:S8)
S14	8	S12 OR S13
S15	8	S14 NOT S11
S16	1920130	S2 OR TRAILER? OR TRAILOR?
S17	43	S9 AND S16 AND (S3:S5)
S18	1	(S7 OR (CONTRACT? OR BACKUP) (3N) S2) AND S17
S19	1	S18 NOT S15
S20	8	S8 AND S17
S21	0	S20 NOT S15
S22	43	S15 OR S17:S20
S23	37	S22 NOT PY>2001
S24	32	RD (unique items)

? t24/7/all

*Scanned files
and abstract*

24/7/1 (Item 1 from file: 2)

DIALOG(R)File 2:INSPEC

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6269644 INSPEC Abstract Number: B1999-07-6150M-046, C1999-07-5640-039

Title: A stability and sensitivity theory for rate-based max-min flow control for ABR service

Author(s): Tsai, W.K.; Kim, Y.; Toh, C.-K.

Author Affiliation: Dept. of Electr. & Comput. Eng., California Univ., Irvine, CA, USA

Conference Title: The 6th IEEE Singapore International Conference on Networks'98 p.155-69

Editor(s): Ananda, A.I.; Pung, H.K.; Wang, W.

Publisher: World Scientific Publishing, Singapore

Publication Date: 1998 Country of Publication: Singapore xi+474 pp.

ISBN: 981 02 3584 4 Material Identity Number: XX-1998-01787

Conference Title: Proceedings of Singapore International Conference on Networks SICON'98

Conference Sponsor: 3Com; ST Mobile Data

Conference Date: 30 June-3 July 1998 Conference Location: Singapore

Language: English Document Type: Conference Paper (PA)

Treatment: Practical (P); Theoretical (T)

Abstract: A new stability and sensitivity theory for max-min flow control protocols for ABR service in integrated service network is derived. The theory uses the concept of control theory but the formulation is based on combinatorial analysis of the distributed asynchronous operations of the protocols. The controller structure is analyzed and the structure turns out to be a master-slave bi-level iteration. Because of this, inconsistency in the global state can cause the protocols to become unstable. Four control laws are analyzed and their sensitivities derived. The bang-bang control with the absolute form and the bottleneck 1D constraint status determination scheme is found to be the most stable control law. Numerical simulations confirm the finding of the theory derived. (13 Refs)

Subfile: B C

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24/7/2 (Item 2 from file: 2)

DIALOG(R)File 2:INSPEC

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5838586 INSPEC Abstract Number: B9804-6150C-003

Title: A buffer readout scheduling for ABR traffic control

Author(s): Chang-Hoi Koo; Jae-Ho Lee

Author Affiliation: Dept. of Electr. Comm. Eng., Kwangwoon Univ., Seoul, South Korea

Journal: Journal of the Korea Institute of Telematics and Electronics S vol.34-S, no.11 p.25-33

Publisher: Korea Inst. Telematics & Electron,

Publication Date: Nov. 1997 Country of Publication: South Korea

CODEN: CKNOEZ ISSN: 1226-5837

SICI: 1226-5837(199711)34S:11L:25:BRST;1-B

Material Identity Number: G324-98002

Language: Korean Document Type: Journal Paper (JP)

Treatment: Practical (P); Theoretical (T)

Abstract: The end-to-end rate-based control mechanism is used for the flow control of the ABR service to allow much more flexibility in ATM switching systems. To accommodate the ABR service efficiently many

algorithms such as EFCI, EPRCA, ERICA, and CAPC2 have been proposed for the switch algorithm. ABR cells and related RM cells are received at the ATM switch fabric transparently without any processing. And then cells received from the traffic source are queued in the ABR buffer of switching system. The ABR buffer usually has some thresholds for easy congestion control signal transmission. Whatever we use, therefore, there can be many ABR traffic control algorithms to implement the ABR transfer capability. The generation of congestion indicating signal for ABR control algorithms is **determined** by ABR buffer **status**. ABR buffer **status** is **determined** by ABR cell transfer ratio in ATM switch fabrics. In this paper, we present the functional structures for control of the ABR traffic capability, propose the readout scheduling, cell slot allocation of output link and the buffer allocation model for effective ABR traffic guaranteeing consideration of CBR/VBR traffics in ATM switches. Since the proposed readout scheduling scheme can provide more available space to ABR buffer than existing readout scheduling scheme, generation rate of a SEND signal, that is, BCN signal in destination node, can be increased for ABR call connection. Therefore, the proposed scheme, in this paper, can be appropriate as algorithm for effective ABR traffic **service** on output link of ATM switching node. (9 Refs)

Subfile: B

Copyright 1998, IEE

24/7/3 (Item 3 from file: 2)

DIALOG(R)File 2:INSPEC

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5774975 INSPEC Abstract Number: C9801-3360D-007

Title: From program proving to formal design: lessons drawn from SACEM

Author(s): Chapront, P.

Author Affiliation: GEC Alsthom, St. Ouen, France

Conference Title: Mathematics of Dependable Systems II p.171-81

Editor(s): Stavridou, V.

Publisher: Oxford University Press, New York, NY, USA

Publication Date: 1997 **Country of Publication:** USA xii+258 pp.

ISBN: 0 19 852382 3 **Material Identity Number:** XX97-02967

Conference Title: Mathematics of Dependable Systems II

Conference Date: 1995 **Conference Location:** York, UK

Language: English **Document Type:** Conference Paper (PA)

Treatment: Applications (A); Practical (P)

Abstract: The automatic **train control** system SACEM was initially designed to enhance the passenger-carrying capacity of the lines of the RER network in Paris, operated jointly by the French transportation companies SNCF and RATP. Such a system belongs to the class of transmission-based systems. It offers automatic **train** protection, door **services** and automatic **train** operations, and it can be easily linked with automatic **train** supervision and computer-based interlocking. To provide these functions, the system is divided into two subsystems: the trackside subsystem (which has to collect and transmit to the **train** the **status** of **track** occupancy, the position of points and other signalling information), and the **train**-borne subsystem which contains all the system intelligence. On-board the **train**, SACEM equipment interprets the received data and computes the safe speed/distance profile. It also determines the operational parameters which are the inputs of the servo-system. Energy-saving and local traffic regulation actions can be performed on-board. Information for manual driving and for maintenance is produced and displayed. The program proving method which is used is the Hoare method. SACEM was designed and specified using the B specification method. (8 Refs)

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Subfile: C
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24/7/4 (Item 4 from file: 2)

DIALOG(R)File 2:INSPEC

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5160645 INSPEC Abstract Number: C9602-7490-010

Title: Operations control computer and the Munich ICE depot-a centralised control system [railways]

Author(s): Bayer, J.; Kant, M.

Journal: Signal und Draht vol.87, no.11 p.408-11

Publisher: Tetzlaff Verlag,

Publication Date: Nov. 1995 Country of Publication: West Germany

CODEN: SIGDAN ISSN: 0037-4997

SICI: 0037-4997(199511)87:11L:408:OCCM;1-N

Material Identity Number: S092-95010

Language: German Document Type: Journal Paper (JP)

Treatment: General, Review (G)

Abstract: The Munich ICE depot is German Railway's latest servicing centre for its Inter-City Express trains. Like its counterpart in Hamburg-Eidelstedt, it is equipped with an operations control computer from Alcatel SEL. The computer's most important tasks are to monitor work on the trains, to control the shed entry/exit lights and doors with an extensive set of check routines and to **control** traffic using **train** /motor coach numbers and various operational **train** data. The system is operated from 32 VDU workstations offering an overview of the whole shed area and the **status** on all shed **tracks** at all times. (0 Refs)

Subfile: C

Copyright 1996, IEE

24/7/5 (Item 5 from file: 2)

DIALOG(R)File 2:INSPEC

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4979003 INSPEC Abstract Number: C9508-7180-004

Title: Traffic message exchange for hazardous goods control systems: Project Portico

Author(s): Nailer, C.; Queree, C.

Author Affiliation: MVA Systematica, Woking, UK
p.657-60

Publisher: IEEE, New York, NY, USA

Publication Date: 1993 Country of Publication: USA viii+832 pp.

ISBN: 0 7803 1235 X

U.S. Copyright Clearance Center Code: 0 7803 1235 X/93/\$3.00

Conference Title: Proceedings of VNIS '93 - Vehicle Navigation and Information Systems Conference

Conference Date: 12-15 Oct. 1993 Conference Location: Ottawa, Ont., Canada

Language: English Document Type: Conference Paper (PA)

Treatment: Practical (P)

Abstract: The possibilities afforded by monitoring hazardous goods movements are of considerable interest in Europe. A pilot hazardous goods monitoring system is being set up as part of the PORTICO DRIVE II project. The PORTICO hazardous goods system is based on autonomous **vehicle tracking**. Hazardous goods **status** messages are sent to the traffic **control center**, plus advice of accidents or other emergencies. In the other direction, traffic and meteorological information is supplied to the

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fleet manager. It is planned to use messages based on the EDIFACT ISO standard syntax and message elements. The hazardous goods message and the traffic message are under development, based around a common data dictionary also under development in DRIVE II. The authors describe the model for integrating the information needs of the haulers and the authorities, the message specification work, linking it to other related dependents in Europe through PORTICO and DRIVE II, and how the pilot experiment will be evaluated. (2 Refs)

Subfile: C

Copyright 1995, IEE

24/7/6 (Item 6 from file: 2)

DIALOG(R)File 2:INSPEC

(c) 2003 Institution of Electrical Engineers. All rts. reserv.

4800534 INSPEC Abstract Number: B9412-6250F-034, C9412-5620L-007

Title: Survey of current and emerging wireless data networks

Author(s): McGladdery, W.A.; Clifford, R.

Author Affiliation: MPR Teltech Ltd., Burnaby, BC, Canada

Part vol.2 p.1000-3 vol.2

Editor(s): Bhargava, V.K.

Publisher: IEEE, New York, NY, USA

Publication Date: 1993 Country of Publication: USA 2 vol. xxxx+1307

pp.

ISBN: 0 7803 1443 3

U.S. Copyright Clearance Center Code: 0 7803 1443 3/93/\$3.00

Conference Title: Proceedings of Canadian Conference on Electrical and Computer Engineering

Conference Sponsor: Canadian Soc. Electr. & Comput. Eng; IEEE Canada

Conference Date: 14-17 Sept. 1993 Conference Location: Vancouver, BC, Canada

Language: English Document Type: Conference Paper (PA)

Treatment: Applications (A)

Abstract: Wireless E-mail services and wireless communications for Personal Digital Assistants (PDAs) are potentially huge new markets which are enticing the paging operators, as well as the public data network operators, such as Ardis, RAM and the new Cellular Digital Packet Data (CDPD) consortium of cellular operators. Public data networks employ highly efficient data transport facilities. Typical applications are mobile to host communications, for such things as order processing, inventory queries, reservations, credit checks, quick update of status (e.g. of returned rental vehicles) etc. Typical clients of these networks are service engineering, car rental, airline and credit-card businesses. These are all highly competitive, highly mobile businesses, who often have critical message delay requirements. There are two emerging approaches which are optimised for wireless data services inside buildings: digital cordless telephony and wireless LANs. (15 Refs)

Subfile: B C

24/7/7 (Item 7 from file: 2)

DIALOG(R)File 2:INSPEC

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4670473

Title: An industry ripe with paradox emerges as a productivity paradigm (railway)

Journal: Cost Engineering vol.36, no.3 p.6-8

Publication Date: March 1994 Country of Publication: USA

CODEN: CSTEDM ISSN: 0274-9696

U.S. Copyright Clearance Center Code: 0274-9696/94/\$4.00

Language: English Document Type: Journal Paper (JP)

Treatment: Practical (P)

Abstract: A key strategy that Union Pacific tackled in the late 1980s was updating its technological capabilities, focusing on customer **service** and dispatching operations. As a result, the railroad has yielded annual savings of \$65 million. An additional \$50 million in annual savings is expected at year end when a new piece of the technological puzzle-the Advanced **Train Control** System (ATCS)-is fully deployed. The daily dispatching of more than 750 trains across 19,000 miles of track in 19 states is centralized within the Harriman Dispatching Center in Omaha. Protected by 18-inch-thick concrete walls, it is the largest and most sophisticated rail command center in the world, featuring an elaborate security system and two emergency generators. A map of the entire railroad is displayed on 172 video screens. The schematic maps show the locations of trains, **status** of **track** and signals, and even weather conditions, giving dispatchers a four-hour outlook on operations. (0 Refs)

Subfile: D

.24/7/8 (Item 8 from file: 2)

DIALOG(R)File 2:INSPEC

(c) 2003 Institution of Electrical Engineers. All rts. reserv.

03455316 INSPEC Abstract Number: B89060718, C89055812

Title: Multibus II arbitration controlled by PLDs. Space saving control logic design

Author(s): Khu, A.

Journal: Elektronik vol.38, no.13 p.94-101

Publication Date: 23 June 1989 Country of Publication: West Germany

CODEN: EKRKAR ISSN: 0013-5658

Language: German Document Type: Journal Paper (JP)

Treatment: General, Review (G); Practical (P); Product Review (R)

Abstract: The cost-effective IC AmPAL23S8 with its 20 pin housing and six internal status registers is used for **bus** arbitration on priority while the **Central Services** Module controls the time-out and clocking signals. The arbitration process is implemented with state machines operating as transfer monitor, arbitration monitor and arbitration controller. The transfer supervisor state machine **determines** the **status** of the devices competing for the access to the **bus** and it is using the back-off logarithm when comparing the MSB and LSB of the priority check. The programming is based on high-level languages, while the state machines are specified with logic equations. (0 Refs)

Subfile: B C

24/7/9 (Item 9 from file: 2)

DIALOG(R)File 2:INSPEC

(c) 2003 Institution of Electrical Engineers. All rts. reserv.

03452699 INSPEC Abstract Number: B89059950, C89054249

Title: Safety and productivity improvement of railroad operations by advanced train control system

Author(s): Burns, R.D.; Turner, D.B.

Author Affiliation: Rockwell Int. Corp., Cedar Rapids, IA, USA

Conference Title: Proceedings. Technical Papers Presented at the 1989 IEEE/ASME Joint Railroad Conference (Cat. No.89CH2749-0) p.33-8

Publisher: IEEE, New York, NY, USA

Publication Date: 1989 Country of Publication: USA ii+105 pp.

Search Report from Ginger R. DeMille.

U.S. Copyright Clearance Center Code: CH2749-0/89/0000-0033\$01.00

Conference Sponsor: IEEE; ASME

Conference Date: 25-27 April 1989 Conference Location: Philadelphia, PA, USA

Language: English Document Type: Conference Paper (PA)

Treatment: Practical (P)

Abstract: A description is given of an ATCS (advanced **train control** system) which unifies operations in central traffic control and previously unsignaled territories. It consists of a color graphic locomotive crew display, data radio, and locomotive health monitoring; multisensor position information systems, including transponder or **satellite** ; a two-way digital communications network covering the railroad; wayside switch and detector interfaces; and a powerful central computer system. Safety is improved by powerful movement authority generation, checking, distribution, and automatic enforcement; monitoring and alerting of specified hazards; continuous **train** -position information; and dispatcher-initiated emergency stops. Operations are made more productive by sophisticated traffic planning and supervision; more **train** information for the dispatcher and **train** crew, including a dynamic **track** map and locomotive **status** ; and **car** -pickup instructions channeled from the railroad order desk directly to the locomotive cab. (0 Refs)

Subfile: B C

24/7/10 (Item 10 from file: 2)

DIALOG(R) File 2:INSPEC

(c) 2003 Institution of Electrical Engineers. All rts. reserv.

02907888 INSPEC Abstract Number: B87041072, C87032920

Title: Siting analysis for Loran-C operational monitor deployment

Author(s): MacKenzie, F.D.; Jackson, E.E.

Conference Title: IEEE PLANS '86 Position Location and Navigation Symposium. Record (Cat. No.86CH2365-5) p.40-5

Publisher: IEEE, New York, NY, USA

Publication Date: 1986 Country of Publication: USA 534 pp.

Conference Sponsor: IEEE

Conference Date: 4-7 Nov. 1986 Conference Location: Las Vegas, NV, USA

Language: English Document Type: Conference Paper (PA)

Treatment: Practical (P)

Abstract: The Transportation Systems Center (TSC), under the auspices of the US Federal Aviation Administration (FAA), has developed the deployment strategy for the Loran-C monitoring system. The system, a network of 100 units, will span the existing signal coverage area in the contiguous US. Most units will be integrated into the VORTAC system, taking advantage of the **facility central** processing unit and the dedicated communication lines for automatic **status checking** , data collection, remote certification, trend analysis, control parameter insertion and maintenance alerting. Other units will be placed in flight **service centers** , air route traffic **control centers** or towers. The number of monitors needed for area coverage was determined in a range-of-validity study. The maximum number of monitors would be greater than 5000, one per airport; the minimum number would be one per triad. The range-of-validity study determined that a circle of 80- to 90-miles radius would be sufficient. (8 Refs)

Subfile: B C

24/7/11 (Item 11 from file: 2)

DIALOG(R) File 2:INSPEC

(c) 2003 Institution of Electrical Engineers. All rts. reserv.

00880964 INSPEC Abstract Number: A76028137, B76014540

Title: Report of the Inter-Society Commission for Heart Disease Resources: optimal resource guidelines for radioactive tracer studies of the heart and circulation

Author(s): Adelstein, S.J.; Jansen, C.; Wagner, H.N., Jr.

Journal: Journal of Nuclear Medicine Technology vol.3, no.3 p. 141-53

Publication Date: Sept. 1975 Country of Publication: USA

CODEN: JNMTB4 ISSN: 0091-4916

Language: English Document Type: Journal Paper (JP)

Treatment: General, Review (G)

Abstract: The **status** of radioactive **tracer** studies in cardiovascular diagnosis is summarized. Planning guidelines are suggested for a hospital nuclear medicine **service** including a **central** nuclear medicine **facility** and **satellite** units, and resource criteria are given for professional personnel including training and duties, equipment, space, and support systems. The administrative organization of a nuclear medicine **service** and case loads are discussed. Guidelines for equipment maintenance and quality controls are described. (7 Refs)

Subfile: A

24/7/12 (Item 12 from file: 2)

DIALOG(R)File 2:INSPEC

(c) 2003 Institution of Electrical Engineers. All rts. reserv.

00546316 INSPEC Abstract Number: C73018847

Title: APL models for operational planning of shipment routing , loading and scheduling

Author(s): Cuthbert, R.D.; Peckham, L.

Author Affiliation: Xerox Corp., Rochester, NY, USA

Conference Title: 1973 Winter Simulation Conference p.622-31

Editor(s): Hoggatt, A.C.

Publisher: Afips Press, Montvale, NJ, USA

Publication Date: 1973 Country of Publication: USA ix+898 pp.

Conference Sponsor: ACM; IEEE; et al

Conference Date: 17-19 Jan. 1973 Conference Location: San Francisco, CA, USA

Language: English Document Type: Conference Paper (PA)

Treatment: Applications (A)

Abstract: A **vehicle** **routing** algorithm with an imbedded loading heuristic and movement simulation was developed to provide the interactive capability to plan shipment delivery and returns. The **vehicle** movement model is a small discrete event fixed interval simulation that uses the APL operators to keep **track** of loading facility **status** , **truck** location, etc. for scheduling purposes. The models operate in a field environment, but are linked to centralized planning models and data bases. They are illustrative of APL's almost unique ability to combine simulation modeling with operational restrictions such as interactive operation by non-programmers. (0 Refs)

Subfile: C

24/7/13 (Item 1 from file: 35)

DIALOG(R)File 35:Dissertation Abs Online

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01777878 ORDER NO: AADAA-INQ52827

Design and performance evaluation of broadband wireless MAC protocols

Author: Kubbar, Osama

Search Report from Ginger R. DeMille

Degree: Ph.D.
Year: 2000
Corporate Source/Institution: Queen's University at Kingston (Canada) (0283)
Adviser: H. T. Mouftah
Source: VOLUME 61/10-B OF DISSERTATION ABSTRACTS INTERNATIONAL.
PAGE 5474. 188 PAGES
ISBN: 0-612-52827-8

The success of the ATM (Asynchronous Transfer Mode) multiplexing and switching technique and the increased popularity of the **wireless** networks have motivated the vision of the WATM (**Wireless** ATM). This thesis contributes to the ongoing research on the WATM, focusing on the design and performance evaluation of the broadband Medium Access Control (MAC) protocol. The objective of this thesis is to design an efficient broadband MAC protocol, and provide comprehensive insights on the dynamic behavior of different MAC subsystem issues, traffic behavior, and the performance merits of several traffic and network management mechanisms. The proposed MAC protocol is designed to reduce the channel access delay problem, the connection termination probability, and to guarantee the QoS (Quality of **Service**) levels.

Central to our work is the use of D-TDMA (on Demand-Time Division Multiple Access) as the core scheme for the Uplink transmission, while S-Aloha (Slotted-Aloha) is used as the channel access scheme. A key issue is the channel access delay, which would affect the inprogress variable bit rate **services** . This thesis has addressed this issue and proposed different schemes for improving the performance. Another key issue is the QoS (Quality of **Service**) guarantee during the bandwidth assignment on demand. A proposed polling mechanism at the connection reestablishment phase provided significant performance improvement, as well as the ability to **determine** the **status** of the inprogress variable bit rate **services** that are in the OFF period.

The performance of the proposed DD-PAMA (Dynamic Demand-packet Assignment Multiple Access) protocol, along with the proposed management mechanisms, is shown to produce better performance compared with other reported broadband MAC protocols. DD-PAMA protocol along with the PR-BRA (Polling Respond-Bandwidth Reassignment Algorithm) are the key contributions in this thesis.

It is imperative to understand the dynamic behavior of the multiplexed streams of different traffic classes. This issue is investigated, and it was found that the ABR (available bit rate) **services** dominate the **wireless** channel bandwidth and deny a fair bandwidth share to the VBR applications under no control mechanisms. Several management mechanisms are investigated in order to stabilize the network performance and constrain the ABR **services** dominant behavior.

24/7/14 (Item 2 from file: 35)
DIALOG(R)File 35:Dissertation Abs Online
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01745708 ORDER NO: AADAA-I9971398
Intermodal transit system coordination with dynamic vehicle dispatching
Author: Chowdhury, Md. Shoaib
Degree: Ph.D.
Year: 2000
Corporate Source/Institution: New Jersey Institute of Technology (0152)
Adviser: Steven I-Jy Chien
Source: VOLUME 61/05-B OF DISSERTATION ABSTRACTS INTERNATIONAL.
PAGE 2658. 181 PAGES

ISBN: 0-599-76489-9

In most urban areas where transit demand is spread widely, passengers may be served by an intermodal transit system, consisting of a rail transit line (or a **bus** rapid transit route) and a numbers of feeder routes connecting at different transfer stations. In such a system, passengers may need one or more transfers to complete their journey. Therefore, scheduling vehicles operating in the system with special attention to reduce transfer time can contribute significantly **service** quality improvements. In this study two models, one for coordination of a general intermodal transit system and another for dynamic dispatching of vehicles on coordinated routes, are presented.

Schedule synchronization may significantly reduce transfer delays at transfer stations where various routes interconnect. Since **vehicle** arrivals are stochastic, slack time allowances in **vehicle** schedules may be desirable to reduce the probability of missed connections. An objective total cost function, including supplier and user costs, are formulated for optimizing the coordination of a general intermodal transit network. A four-stage procedure is developed for **determining** the optimal coordination **status** among routes at every transfer station. Considering stochastic feeder **vehicle** arrivals at transfer stations, the slack times of coordinated routes are optimized, by balancing the savings from transfer delays and additional cost from slack delays and operating costs. The model is used to optimize the coordination of an intermodal transit network under different demand situations, while the impact of various factors (e.g., demand, standard deviation of **vehicle** arrival times, etc) on coordination is examined.

For dynamic **vehicle** dispatching **control**, the decision whether a coordinated **vehicle** should be held to wait for late vehicles can be made by minimizing the dynamic total cost objective function formulated in this study. The time-varied objective total cost function, including supplier and user costs, is developed for determining the optimal dynamic dispatching times of all coordinated vehicles at transfer stations. A numerical example is provided to demonstrate the application of the dynamic dispatching model, while **vehicle** holding times are optimized and dispatching costs are analyzed under different delay variations of coordinated vehicles arrival times.

24/7/15 (Item 3 from file: 35)

DIALOG(R)File 35:Dissertation Abs Online

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01192908 ORDER NO: AAD91-34934

**PERCEPTIONS BY TEACHERS OF THE STATUS OF INDUSTRIAL ARTS/TECHNOLOGY
EDUCATION IN DELAWARE PUBLIC SCHOOLS (TECHNOLOGY EDUCATION)**

Author: DAVID, BARRY GLENN

Degree: ED.D.

Year: 1991

Corporate Source/Institution: TEMPLE UNIVERSITY (0225)

Major Adviser: ROGER L. GORDON

Source: VOLUME 52/07-A OF DISSERTATION ABSTRACTS INTERNATIONAL.

PAGE 2439. 122 PAGES

Public secondary school industrial arts/technology education teachers in Delaware were surveyed to **determine** the **status** of programs in that state. Data was tabulated using descriptive statistics.

Findings. (1) The typical industrial arts/technology education teacher is male, forty or more years in age with ten or more years of teaching experience, holds a baccalaureate degree, appropriate certification,

teaches high school students, and belongs to one or more professional associations. (2) Traditional courses of woodworking, metalworking and drafting were most prevalent and had greatest enrollment. Contemporary courses as production, **communication** and **transportation** were among those least often taught although most often cited as courses which should be added. (3) Opinions about funding and laboratory facilities were divided. Ancillary space such as offices and storerooms were identified as inadequate. (4) Funding, increased academic requirements, quality of students, and declining enrollment were cited as problems of programs. (5) The two most important goals were those given greatest emphasis: (1) Applying tools, materials, machines, processes and technical concepts safely and efficiently, and, (2) Developing student skills, creative abilities, positive self-concepts and individual potentials. (6) Goals receiving least attention were: (1) Reinforcement of basic skills and interrelationship of technology with other subjects, (2) Development of leadership ability, encouraging and promoting responsibility, and development of positive social interaction through industrial arts/technology education student organizations, and, (3) Development of problem solving and decision making ability involving human and material resources, processes and technological systems. (7) Course content statements receiving greatest emphasis were: (1) Content is developed from course objectives and utilizes approved curriculum guides, courses of study, and other professional resources, and, (2) Content is selected to provide for all students. (8) Greatest discrepancy between current and ideal content was, course content represents the state of art in technology, which was rated low for current emphasis and high for ideal. (9) Respondents believed the Department of Public Instruction should develop and administer in- **service** programs and assist with program modification. (10) In- **service** programs of interest to teachers concerned technology education implementation and methodology.

24/7/16 (Item 4 from file: 35)

DIALOG(R)File 35:Dissertation Abs Online

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01177471 ORDER NO: AAD91-24660

PLANNING AND OPTIMIZATION FOR LOGISTICS MANAGEMENT IN THE FOOD INDUSTRY

Author: CHUNG, HONG KYOON

Degree: PH.D.

Year: 1991

Corporate Source/Institution: THE UNIVERSITY OF WISCONSIN - MADISON (0262)

Supervisor: JOHN P. NORBACK

Source: VOLUME 52/05-B OF DISSERTATION ABSTRACTS INTERNATIONAL.

PAGE 2367. 335 PAGES

Food manufacturers' distinct characteristics relevant to logistics operations led to explore the development of a planning framework suitable for food logistics management and to solve **vehicle routing** problems in food distribution. Matrix theory and mathematical optimization are proposed as useful bases for developing the framework integrating the flows of materials and information. An example of a hypothetical dairy processor's Cheddar and process cheese plants was used to illustrate and validate the potential use of the framework in food industry logistics management.

Cheese formulations optimized through linear and nonlinear programming were incorporated into bill of materials (BOM) matrices. In multi-staged, multi-product manufacturing processes, gozinto procedure effectively creates the BOM matrix. The BOM matrix flexibly organizes direct and indirect relationships of resources to multiple products in various unit measures, and shows how the products compete with one another for common

resources in each stage of the manufacturing process. Matrix data structures provide an efficient tool to organize data, obtain desired planning information, evaluate the changes in the information and their impacts on logistics operations, and support management decisions.

Batching is a common practice in the food industries for economic or technological reasons. In multi-staged batch processes manufacturing several products, decisions on how many batches to be produced and whether to produce whole or partial batches with variations in production targets are complex, and have important manufacturing and economic consequences. While product/batch mix decisions under whole batching policies were optimized using mixed integer programming, a penalty approach optimized a product/batch mix when partial batching is allowed.

Daily delivery of small volumes of perishables to a large number of customers with low margins makes foodservice **vehicle routing** problems unique. Revised heuristic routing procedures improved the solutions of previous approach in terms of delivery costs, averaging 5.6% per day of a region, mainly by reduction in the number of routes. A generalized convex combination of delivery points solved the natural boundary routing problem by **determining** the geographic **status** of stops. These approaches were incorporated into an integrated, interactive computer-based system.

24/7/17 (Item 5 from file: 35)

DIALOG(R)File 35:Dissertation Abs Online

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01162067 ORDER NO: AAD91-18243

THE EFFECTS OF THE MOVEMENT TOWARD "ACADEMIC EXCELLENCE" AND OTHER FACTORS ON PRACTICAL ARTS PROGRAMS IN CANADA AND THE UNITED STATES

Author: HILL, COLLEEN EVELYN

Degree: PH.D.

Year: 1990

Corporate Source/Institution: TEXAS A&M UNIVERSITY (0803)

Chair: WALTER F. STENNING

Source: VOLUME 52/02-A OF DISSERTATION ABSTRACTS INTERNATIONAL.

PAGE 521. 244 PAGES

This study examined the effects of the movement toward "academic excellence" and of other factors on practical arts education in Canada and the United States. Provincial and state government educational agencies in Canada and the United States, plus selected school districts in Canada, were surveyed. Instruments were administered to **determine** the **status** and trends in general high school enrollments, practical arts enrollments, financial and staffing support for practical arts programs, and deletions/additions of courses in practical arts programs.

Eleven provincial/territorial governments, 41 state agencies, and 56 Canadian school districts returned the questionnaires. Frequencies and percentages for all variables on the questionnaire were examined and it was determined that enrollments were declining in both general high school and practical arts programs, financial and staffing support for practical arts were remaining the same, and various courses were being deleted and/or added in practical arts programs. It was not discovered from the data whether or not practical arts enrollments and general enrollments were declining at a similar rate. Of the courses being added and/or deleted, it was found that those most often being added were in **service** and **communication** areas and those most often being deleted were in metal, shorthand, and electronic/electricity areas.

It was concluded from a general overview of the survey results that patterns of status and trends in practical arts in the United States cannot be used to mirror Canadian data. There certainly are, however, obvious parallels in the two countries. For example, both offer all four of the

practical arts areas which were examined in this study: business education, home economics, industrial education, and work experience.

Finally, it was recommended that research questions from the study be further investigated and that a thorough review of curriculum documents and specified articles in the literature be reviewed in order to establish status, trends, and implications for future programs in practical arts at the school building, school district, and provincial/territorial government levels.

24/7/18 (Item 6 from file: 35)

DIALOG(R)File 35:Dissertation Abs Online

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01136893 ORDER NO: AAD91-02042

**UNIVERSITY-BOUND LEARNING-DISABLED STUDENTS IN CONNECTICUT'S PUBLIC
SECONDARY SCHOOLS: AN ANALYSIS OF PROGRAMS**

Author: TENNEY, GEORGE ROBERT

Degree: PH.D.

Year: 1990

Corporate Source/Institution: THE UNIVERSITY OF CONNECTICUT (0056)

Adviser: FRANK A. STONE

Source: VOLUME 51/08-A OF DISSERTATION ABSTRACTS INTERNATIONAL.

PAGE 2657. 203 PAGES

The purpose of this study is to determine the degree to which the curriculum and the support **services** of the secondary schools in Connecticut adequately prepare learning disabled students for admission to post-secondary education in four-year public universities in the state.

An analysis of relevant documents and a series of semi-structured interviews were employed to gather the necessary data. These research methodologies formed the basis of structural-functional and interaction analyses of the secondary school's LD programming and their interfacing with the policies of the Connecticut State Department of Education and the admission procedures at the public universities in the state.

The research design was implemented on three levels. First, members of the **central** office staff of the State **Department** of Education were interviewed to gather background data concerning Connecticut's practice of educating learning disabled students as well as current philosophy at the department. Second, interviews with secondary school staff and members of the school district's central office were conducted to determine the academic disciplines that are being incorporated into the LD student's program of study, to identify the support **services** being carried out and to determine the philosophy of educating the LD individual that exists in the schools being studied. A total of twenty-eight secondary schools were selected for this research inquiry. Third, university personnel from the public universities of Connecticut were interviewed to **determine** the **status** of higher education LD programming.

Data revealed that the learning disabled student population within the secondary schools averaged between five and seven percent of the total school's enrollment and the rising numbers of LD students that occurred in past years appears to be stabilizing. Resource Room is the basic LD support **service** and the number of LD's enrolled in college preparatory courses ranged from a response of "not known" to that of "fifty percent of the school's LD population." Of the twenty-eight secondary schools participating in this study, nineteen indicated that their LD programming was not appropriate for admission to higher education. All of the state universities require college preparatory programming as a requirement for admission.

24/7/19 (Item 7 from file: 35)

DIALOG(R) File 35:Dissertation Abs Online

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748864 ORDER NO: AAD81-15216

REGIONAL SOCIO-ECONOMIC DEVELOPMENT: THE CASE OF FISHING IN ATLANTIC CANADA

Author: JANSEN, JANNI MARGARETHA

Degree: PH.D.

Year: 1981

Corporate Source/Institution: RUTGERS UNIVERSITY THE STATE U. OF NEW JERSEY (NEW BRUNSWICK) (0190)

Source: VOLUME 42/01-A OF DISSERTATION ABSTRACTS INTERNATIONAL.
PAGE 419. 302 PAGES

The dissertation is a case study in peripheral development and underdevelopment. It describes and provides explanation for the pattern of development of a primary economic activity and industry carried out in a peripheral region within the Western world. It examines the relation of the position of the Atlantic region in Canada and the place of a depressed fishing industry in that region, both historically and at present.

We have hypothesized and demonstrated, that the development patterns that emerged within this periphery region are different from the patterns within the cores or centers of the world economy; and the resulting industry and social formations severely circumscribed by their situation within a periphery region.

The research questions being addressed is, "why has commercial fishing in Atlantic Canada developed primarily as a community-based, low technology, mainly small boat activity; as part of an occupationally pluralistic lifestyle, supplying a bare subsistence to fishing people of the region?" Why has this pattern persisted for generations in the Atlantic region, in contrast to the development of the more typically capitalist patterns of commercial fishing in other parts of the world?

In addition to the set of substantive questions addressed, the contribution of the dissertation is essentially a theoretical one. We have taken a "world system" approach to understanding the development of the Atlantic fisheries. Following Immanuel Wallerstein, we define the Atlantic region as part of the "world system of capitalism", and "world economy". The dissertation has attempted to test the utility of this world system perspective when applied to a subnational area, and to a particular economic activity carried on within a periphery region of the world economy.

The phenomenon of an underdeveloped commercial fishing industry in Eastern Canada has been described as part of a regional formation which is itself underdeveloped; and has a certain history within a national and international context. A brief discussion of the nature of regional inequality in Canada and the operation of the branchplant economy presents the structural context within which our analysis of the Atlantic fisheries is located. The analysis has proceeded from the most general or broad structural context of the World economy, the Canadian nation and the Atlantic region, to the more micro context of the fisherman and his household and community making decisions circumscribed by the structural formations of which he is a part.

We conclude that the world system perspective assists in understanding and explaining some aspects of regional development. It helps to make sense of apparent reversals in the divisions of labour, and other patterns which appear at first sight to be instances of percapitalist or non-capitalist development.

The small-enterprise, community-based fishery, often associated with an occupationally pluralistic lifestyle was historically maintained

through "the lien system"; and through the activities of the state. In recent time, the consolidation of capital in the fishery, with vertically integrated firms owning both the processing and marketing facilities, and the trawler fleet, has allowed a high degree of labour **control** over "independent" small **boat** fishermen, and the flow of surplus value. In a periphery region the state plays a crucial support and facilitating role in allowing this flow of surplus to take place.

The small **boat**, community-based fishery has persisted for so many generations, primarily because sufficient surplus was created and able to be siphoned off, that it has been to the interest of village merchants, out-fitting companies, and fish companies, to maintain the system.

We conclude that the modes of production and modes of labour control that emerged, were to a large extent **determined** by the periphery **status** of the region in the world economy, both in the past and at present. Occupational pluralism is seen as one response necessitated by being in a peripheral area of a world economy.

24/7/20 (Item 8 from file: 35)

DIALOG(R)File 35:Dissertation Abs Online

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742617 ORDER NO: AAD81-07480

A STUDY OF THE MEDICAL FACILITY USAGE, HEALTH STATUS PERCEPTION, AND HEALTH CARE NEEDS AND PROBLEMS OF OLDER AMERICANS

Author: BAKER, CLARISSA DENSON

Degree: PH.D.

Year: 1980

Corporate Source/Institution: UNIVERSITY OF CINCINNATI (0045)

Source: VOLUME 41/10-B OF DISSERTATION ABSTRACTS INTERNATIONAL.

PAGE 3747. 160 PAGES

The objectives of this exploratory research were to: (1) **Determine** the perceived health **status** and health **service** needs and problems of the elderly and; (2) to identify factors that may influence the usage of medical care facilities. These objectives were accomplished by addressing the following research questions. (1) What is the subjective physical health status of the elderly in the community? (2) What is the degree of self-sufficiency of the elderly? (3) What type of health and health-related **services** do the elderly use, and how satisfied are they with these **services**? (4) Are low medical facility users also independent in their ability to cope? (5) Do low medical facility users have low medical chronicity? (6) Are low medical facility users also low medical treatment recipients? (7) Do people dependent in coping ability have high medical chronicity? (8) Do people dependent in coping ability receive a high number of medical treatments? (9) Is high medical chronicity associated with high medical treatment? (10) Is health status perception a factor in determining medical facility usage? (11) Does the ability to cope affect medical facility usage? (12) Are chronic medical conditions determinants of medical facility usage? (13) Is medical facility usage affected by medical treatment? The survey research method of investigation was the instrument used for the data base. Four independent variables were studied: health status, ability to cope, medical chronicity, and medical treatment. Their relationship to medical facility usage was analyzed. Additional testing of relationships were performed by using selected test variables to test the original relationship between the independent variable and the dependent variable in a cross-tabular analysis. The elaboration procedure, the control of third variables by examining the original relationship within each category of the third variable, was the procedure of choice for

analysis.

The socio-economic factors, attitudes, income, and education were selected as test variables to further clarify the cross-tabular analyses since they are reflected in different styles of life and show differential access to and use of health resources. The cross-tabular analyses suggested the following conclusions. (1) Health **status** was not a **determinant** of medical facility usage even when a positive and a negative attitude toward visiting the doctor was controlled. In all instances the chi-square relationship was never significant beyond the 0.3920 level. In fact, it even increased as the control variables were tested. (2) Coping ability has a strong influence on medical facility usage, significant at the 0.0016 chi-square level of significance. The analysis suggests that the presence of a high coping capacity yields a low usage of medical **facilities**. When the **control** variable, low income and high income were interjected, the association was respectively maintained at the 0.0205 and 0.0778 chi-square levels of significance. (3) Medical chronicity, like coping ability, is strongly associated with medical facility usage. The relationship was significant at the 0.0023 chi-square level of significance. The association suggests that low medical chronicity results in low medical facility usage. The association was maintained when high educational attainment was controlled (chi-square significant at the 0.0139 level) but was reduced in significance (chi-square significant at the 0.2031 level) when a low educational attainment was introduced. (4) Medical facility usage does not appear to be influenced by medical treatment. The null relationship between the two variables, exemplified by a chi-square significant at the 0.5149 level, was maintained even when a low and a high educational attainment was controlled.

Socio-medical planning implications and recommendations were made based on the findings of the investigation.

24/7/21 (Item 9 from file: 35)

DIALOG(R)File 35:Dissertation Abs Online

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692745 ORDER NO: AAD80-20736

THE PRESENT STATUS OF EMERGENCY DRIVING INSTRUCTION TAUGHT TO HIGH SCHOOL STUDENTS, AS PERCEIVED BY SELECTED HIGHWAY SAFETY INSTRUCTORS

Author: SCALET, ANGELO JOSEPH

Degree: PH.D.

Year: 1980

Corporate Source/Institution: MICHIGAN STATE UNIVERSITY (0128)

Source: VOLUME 41/03-A OF DISSERTATION ABSTRACTS INTERNATIONAL.

PAGE 1015. 234 PAGES

Statement of the Problem. Inclusion of emergency driving exercises in the regular driver education program is affected by the level of professional commitment to the implementation of Federal Highway Safety Program Standard Four. Federal Standard Four of June 27, 1967, was one of the earliest standards to be drafted by the National Highway Safety Agency (now known as the National Highway Traffic Safety Administration). It stated that the objective of driver education was to insure that every eligible high school student has the opportunity to enroll in a course of instruction designed to **train** him to drive skillfully, and as safely as possible, under all traffic and roadway conditions.

The purpose of this research was to **determine** the present **status** of teaching emergency driving situations and exercises to high-school-age drivers and to identify situations and exercises considered appropriate for inclusion in the regular driver education curriculum.

Search Report from Ginger R. DeMille

Description of the Method Used. Data were sought from selected professional groups involved directly and indirectly with high school driver education students. Questionnaires were sent to high school driver education teachers, college and university instructors, state department of education personnel, county supervisors of driver education, law enforcement and government personnel, and representatives from insurance and automobile companies. The sample was nonrandomly selected and included primarily individuals who had had special preparation and/or experience in highway safety programming.

Data on the following topics were sought: (1) general curriculum, (2) facilities and equipment, (3) instructor training, (4) opinions regarding the appropriateness of including emergency driving instruction in the high school driver education curriculum, and (5) strengths and needed improvements in individual programs.

The design of the study was reviewed by specialists in educational research at Michigan State University and by the doctoral committee for this dissertation. A pilot study was conducted to pretest the instrument.

A 70 percent return rate of the completed questionnaire was achieved. A narrative presentation of the analyzed data, with attendant tables, was used to describe the current and recommended practices of the highway safety instructors.

Major Findings. The major findings of the study are summarized as follows: (1) The emergency driving situations and exercises most often taught in the regular and/or advanced driver education courses were:

Regular	Advanced
Animals on road	Brakes fail
Blinding lights	Gas pedal sticks
Brakes fail	Steering failures
Deep ruts/holes in road	Submerged vehicle
Stalling on railroad	Vehicle catches fire
Off-road recovery	Evasive maneuver
Serpentine maneuver	Skid control

(2) "Bee in **vehicle**," "submerged **vehicle**," " **vehicle** catches fire," and "sudden loss of air/blowout" were most often considered inappropriate for high school students. (3) Although instructors most often developed their own exercise programs, a frequently used commercial curriculum was the General Motors' Program. Three to eight hours were allocated for the exercise instruction. (4) Off-street driving ranges, school parking lots, and rural roads were most often used for teaching the exercises. Most instructors had their own practice area or a nearby facility available. Although many instructors used a special area for skidding purposes, most high school instructors did not have a skid pan. Most instructors indicated that no special equipment (other than seatbelts and shoulder harnesses) was worn by students. (5) Classroom instruction was most often used to teach the situations; the exercises were most often taught using behind-the-wheel instruction. Simulation was least often used to teach either the situations or the exercises. (6) The college driver education course was the most frequently used source of preparation for high school instructors; the General Motors' Program was selected next most often as a source of preparation. (7) Instructors felt the majority of students would benefit from emergency driving instruction. (8) Learning the skills and knowledge necessary to cope with emergency driving situations was deemed to be essential. Needed improvements included availability of better facilities and more time allocated for emergency driving instruction in an advanced driver education course.

691292 ORDER NO: AAD80-17772

WATER QUALITY ANALYSES OF THE COLORADO RIVER CORRIDOR OF GRAND CANYON

Author: TUNNICLIFF, BROCK MATTHEW

Degree: PH.D.

Year: 1980

Corporate Source/Institution: THE UNIVERSITY OF ARIZONA (0009)

Source: VOLUME 41/02-B OF DISSERTATION ABSTRACTS INTERNATIONAL.

PAGE 474. 185 PAGES

Water quality analyses in Grand Canyon examined Colorado River and tributary baseline water quality status in relation to recreational float trip use of the river corridor. Float trip use of Grand Canyon has increased over recent years (since 1966) to levels which have caused concern for water quality-river running associations. River runners have traditionally used the Colorado River and tributaries as sources of drinking and cooking water, for swimming and bathing, and, at times, as a disposal for some refuse, e.g., dishwater and leftover food. Associated with float trip use of the river corridor water resources has been potential water quality hazards. During the 1972 and 1979 float trip seasons (May through September) outbreaks of gastroenteritis occurred among river runners in Grand Canyon, prompting investigation by the **Center for Disease Control**, Atlanta, Georgia; an enteric pathogen *Shigella sonnei* was isolated from some river-trip participants. Potentially, the Colorado River or a tributary served as a source or **carrier** of the pathogen, though this has not been confirmed. Enteric disease organisms excreted in feces by humans, wildlife or domestic animals can become potential sources of infection; water contaminated with fecal organisms can distribute diseases.

Water quality analyses of the Colorado River corridor occurred during the 1978 and 1979 river running seasons. Examination of the extensive river corridor necessitated analyses in the field. Travel through the Grand Canyon was via research rafts in a series of six float trips, April through September, in 1978, and two float trips, July and August, in 1979; 82 field days in 1978 and 22 field days in 1979.

A total of 497 water quality samples were collected over two seasons from the Colorado River along the 225-mile stretch from Lees Ferry to Diamond Creek, the launch and take-out points of the research trips. The confluent reaches (within approximately 200 yards of the Colorado River) of 26 side creeks in the river corridor were also sampled in 1978; nine tributaries were sampled in 1979. Additional samples collected from upstream locations on some side creeks increased the tributary sample site total to 33 in 1978 and to 13 in 1979 for a two season total of 165 individual tributary samples.

Selected microbial, physical, and chemical parameters were measured to **determine** baseline water quality **status** in the Colorado River corridor of Grand Canyon. Research emphasis was on microbial water quality; physical and chemical parameters were measured to facilitate evaluation of the microbial profiles. Microbial parameters included fecal coliform bacteria and fecal streptococcus bacteria densities; physical parameters included turbidity and water and air temperature; chemical determinations included alkalinity, hardness, phosphate, nitrate, chloride, total dissolved solids, and pH.

Data from 1978 and 1979 show that the Colorado River and tributaries have similar bacterial water quality profiles. Surface waters show predominantly low FC densities, indicating high quality waters for recreational activities, based on established federal and state water quality standards. Treatment of river and tributary surface water is necessary to assure drinking water quality standards.

Bottom sediment analyses modify considerably the water quality status represented by surface water analyses alone. Significant densities

Search Report from Ginger R. DeMille

of enteric organisms are present in the river and tributary environments, representing an important water quality hazard. Associated with resuspension of bottom sediments is the probability of surface water contamination by enteric organisms. Recreational activities, particularly water play in confined tributary pools, can bring river runners in direct contact with concentrated sediment suspension in surface waters.

24/7/23 (Item 1 from file: 99)

DIALOG(R)File 99:Wilson Appl. Sci & Tech Abs
(c) 2003 The HW Wilson Co. All rts. reserv.

1851560 H.W. WILSON RECORD NUMBER: BAST99023022

Radio frequency ID tags track engine status
American Machinist v. 143 no3 (Mar. '99) p. 126+
DOCUMENT TYPE: Feature Article ISSN: 1041-7958

ABSTRACT: When the Ford Motor Company's engine plant in Essex, Ontario, Canada, discovered it required a system that would accurately **track the status** of each engine on its production line, it chose radio frequency identification (RFID). RFID involves tagging a product or product **carrier** and **communicating** data by means of radio frequency signals from the antenna to the tag. The installation of the RFID system has helped the company monitor the status of each engine and has lowered the time spent on rework.

24/7/24 (Item 1 from file: 233)

DIALOG(R)File 233:Internet & Personal Comp. Abs.
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00618858 01PI01-231

Outside outsourced -- Wireless giant Symbol Technologies went to an outside provider when the time came to take the wireless plunge with its own sales force

Roberts-Witt, Sarah L

PC Magazine , January 16, 2001 , v20 n2 piBiz17-18, 2 Page(s)

ISSN: 0888-8507

Company Name: Symbol Technologies; GadgetSpace

Discusses **wireless** giant Symbol Technologies' decision to outsource **wireless** sales operations to **wireless** application **service provider** (ASP) GadgetSpace in Raleigh, NC. Mentions that GadgetSpace focuses on delivering large-scale applications to **wireless** devices via its network-based **service** . Explains that the first information being delivered to Symbol's roaming sales representatives totting **hand - held** PCs is order **status** and **tracking** information from the SAP enterprise resource planning (ERP) system, along with product specifications from Symbol's online catalog. Indicates that Symbol plans to roll out **wireless** access to the entire sales force. Says that Symbol is using this implementation as a test case for reselling the GadgetSpace **service** to its own customers. Includes two photos. (MEM)

24/7/25 (Item 2 from file: 233)

DIALOG(R)File 233:Internet & Personal Comp. Abs.
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00618744 01IK01-409

Cable provider takes to the Net -- Cox looks to improved Web services

to help bring in a million new subscribers

Zimmerman, Christine

InternetWeek , January 29, 2001 , n846 p70, 69, 2 Page(s)

ISSN: 0746-8121

Company Name: Cox Communications

Reports that broadband communications and cable television giant Cox Communications plans to introduce a revamped Web site in multiple stages, an e-mail system for customer **service** , and a strategy to provide cable-based Internet **service** to businesses. Describes Cox's range of **services** , including cable TV, local and long-distance telephone, high-speed Internet access, advanced digital video programming, and commercial voice/video/data. Says that customers can use the Cox Web site to order **services** , upgrade existing packages, **check** billing **status** , troubleshoot, and receive online support. Explains that Cox is testing the Xpedio content management software to customize Web information by geographic location while maintaining consistent site appearance. Includes a sidebar and a photo. (MEM)

24/7/26 (Item 3 from file: 233)

DIALOG(R) File 233:Internet & Personal Comp. Abs.

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00612209 00IK10-111

Project management meets Web

Yasin, Rutrell

InternetWeek , October 9, 2000 , n832 p14, 1 Page(s)

ISSN: 0746-8121

Company Name: iVenturi; Dow Chemical; Andersen Consulting; campsix

Reports that startup iVenturi has emerged from the partnership of Dow Chemical Co., Andersen Consulting, and campsix. Says that iVenturi will offer a set of tools and **services** to speed product development over the Web and to improve collaboration within and between companies. Cites plans to deliver project-management applications, content-management products, partner-matching **services** , as well as automated workflow and **routing services** . Indicates an initial focus on the automotive, chemical, and medical markets. Explains that iVenturi is using Microsoft Project, which lets users collaboratively **track** the **status** of projects, an Latitude Communications conferencing software. Says that Ande will supply integration **services** for companies that want to link to iVenturi. Includes a screen display. (MEM)

24/7/27 (Item 1 from file: 256)

DIALOG(R) File 256:SoftBase:Reviews,Companies&Prods.

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00103333

DOCUMENT TYPE: Review

PRODUCT NAMES: Internet Message Center (671444)

TITLE: Mustang Rounds Up E-Mail

AUTHOR: Kramer, Matt

SOURCE: PC Week, v14 n39 p71(1) Sep 15, 1997

ISSN: 0740-1604

RECORD TYPE: Review

REVIEW TYPE: Review

GRADE: A

Search Report from Ginger R. DeMille

Mustang Software's Internet Message **Center** simplifies internal **routing** , and can be used to significantly improve responses to requests for **services** . The product redirects e-mail coming into alias addresses to the appropriate recipients. The process is somewhat confusing, however. The **service** runs on a Windows NT server. It communicates with respondents, who answer messages through the agent software running on each PC. The package includes several monitoring and reporting tools, although distributing and answering messages is a time-consuming process. The two-step process requires users to first run the agent software to see if the **service** sent any messages, and then the messages must be opened and read through a regular e-mail client software package. Installation is simple however, and the system works as an add-on to an existing e-mail package. Internet Message Center **tracks** the **status** of each message, sends a receipt message to the sender, and adds a tracking number, which is stored in an ODBC-compatible database. The tracking number allows senders to **check** the **status** of an inquiry, and lets managers track how long it takes to respond to an e-mail request.

REVISION DATE: 20030327

24/7/28 (Item 2 from file: 256)

DIALOG(R) File 256:SoftBase:Reviews,Companies&Prods.
(c)2003 Info.Sources Inc. All rts. reserv.

00101228 DOCUMENT TYPE: Review

PRODUCT NAMES: AltaVista Firewall 97 Beta (628735)

TITLE: AltaVista firewall boasts impressive, secure remote management

AUTHOR: McClure, Stuart

SOURCE: InfoWorld, v19 n23 p58C(2) Jun 9, 1997

ISSN: 0199-6649

HOME PAGE: <http://www.infoworld.com>

RECORD TYPE: Review

REVIEW TYPE: Review

GRADE: A

DEC's AltaVista Firewall 97 beta is a strong firewall solution that is suitable for corporate intranets. A stripped down version of AltaVista's Tunnel product, Firewall offers a secure channel between firewalls and remote management stations. AltaVista Firewall offers all the basic management functions through remote management, including **status checking** and **control** of proxies and **services** , and can alter the status of the firewall itself after an alert. Microsoft Internet Information **Services** 2.0 is necessary to run the remote management **services** . Firewall also is dependent on MetaInfo's DNS, which acts as the external DNS to perform the naming **services** for protocols such as SMTP. Limitations include the sparse number of canned proxies available and the lack of a generic User Datagram Protocol capability (planned for the next release, however). Alarm management is efficient, with the system sending e-mail or paging alerts when a high-severity alarm goes off. Reporting is top notch. Firewall also features excellent online help, making it a strong solution for providing a secure channel for remote access.

REVISION DATE: 20020630

24/7/29 (Item 3 from file: 256)

2124-Sep-0304:03 PM

Search Report from Ginger R. DeMille

DIALOG(R)File 256:SoftBase:Reviews,Companies&Prods.
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00071457 DOCUMENT TYPE: Review

PRODUCT NAMES: Microsoft Windows NT 3.5 (347973)

TITLE: Windows NT Server 3.5 Comes Out Fighting

AUTHOR: Johnson, Johna Till

SOURCE: Data Communications, v23 n16 p43(2) Nov 1994

ISSN: 0363-6399

RECORD TYPE: Review

REVIEW TYPE: Product Analysis

GRADE: Product Analysis, No Rating

Windows NT Server 3.5 supports corporate computing systems with sophisticated Transmission Control Protocol/Internet Protocol (TCP/IP) functions and a NetWare gateway. It provides wide area connections, remote access and new network management diagnostics. It offers 256 dial-up links for remote users, linking TCP/IP users over a serial-line IP (SLIP) or point-to-point protocol (PPP) connection. A related product, System Management Server (SMS) 1.0, runs with Windows NT to **track** client **status**, and the Back Office suite of business products also works with Windows NT. Windows Server 3.5 is the upgrade to Windows NT Advanced server, and Windows NT Workstation is a scaled-down client version. WINS, Windows NT Server 3.5's naming **service**, provides **central** tools for location and administration of network resources, but it is not compatible with Domain Name Server, the standard TCP/IP naming **service**.

REVISION DATE: 20000830

24/7/30 (Item 4 from file: 256)

DIALOG(R)File 256:SoftBase:Reviews,Companies&Prods.
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00069673 DOCUMENT TYPE: Review

PRODUCT NAMES: Oasis System (530905); HEAT (752797); Aurum SupportTrak (418561); TARGET->HOTLINE (017584)

TITLE: 7 Ways to Get the Best Help Desk System

AUTHOR: Dawson, Keith

SOURCE: Call Center Magazine, v7 n9 p48(8) Sep 1994

ISSN: 1064-5543

HOME PAGE: <http://www.callcentermagazine.com>

RECORD TYPE: Review

REVIEW TYPE: Product Analysis

GRADE: Product Analysis, No Rating

The automated help desk/customer **service** center is the first contact customers have with business. It should leave a favorable first impression, offering fast, efficient, accurate functions. Many systems provide the standard call center functions, and some value added **services** are available. Such options recognize where customers or staff need more training and collect trouble tickets, among other features. Users should choose flexible packages like Oasis System, which works with over 600 hardware platforms, or Heat for Windows, which supports database

Search Report from Ginger R. DeMille

connectivity via Open Database Connectivity (ODBC). SupportTrak, a tracking system, and QualityTrak, for product quality management, work with other modules to integrate calls with customer data. Helpline and Insite support asset management, providing logging, case **status**, inventory, and **tracking** of licenses and leases. TARGET->HOTLINE provides e-mail **services** for **communicating** with customers.

REVISION DATE: 20030327

24/7/31 (Item 1 from file: 583)

DIALOG(R)File 583:Gale Group Globalbase(TM)

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06688393

Air Force takes off with Datacom system

NEW ZEALAND: DATACOM APPOINTED BY RNZAF

NZInfoTechWeekly (XXX) 14 Sep 1998 P.1

Language: ENGLISH

Systems integrator Datacom has been appointed by the Royal New Zealand Air Force (RNZAF) in New Zealand, where the former will develop a new PC-based flight booking software system. The Smart2 system supersedes RNZAF's old Unisys mainframe and links to the new Defence Force intranet. In addition, Smart2 provides flight **status checking** from passengers' desktop PCs and operates at 10% of annual expenses. The Smart2 system offers the following features: - uses Microsoft Windows NT, Transaction Server, SQL Server, Internet Information Server - a Visual Basic client, Web browser and Outlook adopted by connected PCs - operates on a database and intranet software suite

24/7/32 (Item 2 from file: 583)

DIALOG(R)File 583:Gale Group Globalbase(TM)

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03294225

BR AWARD CONTRACT TO PHILIPS TELECOM FOR BAND III RADIOS

UK - BR AWARD CONTRACT TO PHILIPS TELECOM FOR BAND III RADIOS

Mobile Telecommunications News (MTN) 0 February 1990 p4

British Rail has awarded Philips Telecom with a GBP2.3 mil contract to supply over 2,500 FM Locomotive Radios using the Band III frequencies. The 'Train -to-Shore' is a general communications system which uses existing infrastructure enabling drivers to communicate with inspectors, station managers or any telephone extension on the network. The new units can **check** timetables, **status** of engineering work and emergencies. In order to conform to BR's protocols, over 2,500 FM1200 radios were modified by Philips. They will be used together with the 1,500 MX295 units that BR already use.

?

Search Report from Ginger R. DeMille

? show files

File 63:Transport Res(TRIS) 1970-2003/Aug

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? ds

Set	Items	Description
S1	3226	(TRANSPORTING OR SHIPPING OR MOVING OR DELIVERY) (5N) (GOODS OR FREIGHT OR AIRFREIGHT OR SHIPMENT? ? OR CARGO?? OR MATERIALS OR PACKAGE? ? OR MAIL OR PARTICLES OR BULK OR CRATE? ?)
S2	227880	CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR - BUSES OR TRUCK? ? OR VEHICLE OR TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?
S3	22674	(SHIPPING OR DELIVERY OR TRANSPORTATION OR TRANSPORTING OR SHIPMENT OR S2 OR DELIVERY) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S4	826	S3(3N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S5	4423	(DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING) (5N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S6	20281	S2(5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION OR ROUTE OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S7	2693	(ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD()PARTY) (3-W)S2
S8	10270	WIRELESS OR GPS OR HANDHELD OR HAND()HELD OR GLOBAL OR SATELLITE?
S9	128	(TRACK? OR CHECK? OR DETERMIN? OR TRACE? OR TRACING) (3N) (STATUS)
S10	0	S1 AND (S4 OR S5) AND S6 AND S7 AND (S8 OR S9)
S11	0	S1 AND (S4 OR S5) AND S6 AND S7
S12	0	S2 AND S9 AND (S3 OR S4 OR S5) AND S7
S13	1	S2 AND S9 AND (S3:S5) AND (S7:S8)
S14	1	S12 OR S13
S15	1	S14 NOT S11
S16	228467	S2 OR TRAILER? OR TRAILOR?
S17	5	S9 AND S16 AND (S3:S5)
S18	0	(S7 OR (CONTRACT? OR BACKUP) (3N)S2) AND S17
S19	0	S18 NOT S15
S20	1	S8 AND S17
S21	0	S20 NOT S15
S22	5	S15 OR S17:S20
S23	5	S22 NOT PY>2001
S24	4	RD (unique items)

? t24/3,k/all

24/3,K/1

DIALOG(R)File 63:Transport Res(TRIS)

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00810909

DA

TITLE: LOAD RATING AND PERMIT VEHICLE ROUTING

AUTHOR(S): Nord, M; Hovey, G

CORPORATE SOURCE: Transportation Research Board, 2101 Constitution Avenue,
NW, Washington, DC, 20418,

REPORT NUMBER: K-5, IBMC99-058

JOURNAL: Transportation Research Circular Issue Number: 498 Pag: 11p

PUBLICATION DATE: 20000600 PUBLICATION YEAR: 2000

LANGUAGE: English SUBFILE: HRIS (H)

ISSN: 00978515

AVAILABILITY: Transportation Research Board Business Office; 2101

Search Report from Ginger R. DeMille

Constitution Avenue, NW ; Washington; DC ; 20418
ORDER NUMBER: N/A
FIGURES: 14 Fig.
CONFERENCE TITLE: Eighth International Bridge Management Conference

TITLE: LOAD RATING AND PERMIT VEHICLE ROUTING

...ABSTRACT: Colorado receives each year. The automated system relies on geographic information system (GIS) information to **track** the current **status** of the State's highway network. The system documents pertinent ownership and load information about a **truck**, checks height, length, and weight restrictions (up to 200,000 lb), determines an appropriate route...

24/3,K/2

DIALOG(R) File 63:Transport Res(TRIS)
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00742374 DA

TITLE: RURAL TRANSIT TRAVELER DEVELOPMENTS IN ITS

AUTHOR(S): James, RD; Siddiqi, ZA

CORPORATE SOURCE: ITS America, 400 Virginia Avenue, SW, Suite 800,
Washington, DC , 20024-2730,

Pag: p 39

SUPPLEMENTAL NOTES: Full conference proceedings available only on CD.

PUBLICATION DATE: 19970000 PUBLICATION YEAR: 1997

LANGUAGE: English SUBFILE: UMRIS (U)

ISSN: N/A

AVAILABILITY: ITS America; 400 Virginia Avenue, SW, Suite 800 ;
Washington; DC ; 20024-2730

ORDER NUMBER: N/A

CONFERENCE TITLE: Merging the Transportation and Communications
Revolutions. Abstracts for ITS America Seventh Annual Meeting and
Exposition

...ABSTRACT: pleasurable and convenient mode of transportation to its patrons. Not knowing the exact time of **bus** arrival at a stop usually adds to the inconvenience of having to wait in the elements. Providing up to date information on a **bus** 's status can greatly reduce the anxiety most people feel at a transit stop. Providing...

...Virginia Tech and Blacksburg Transit (BT) to gauge the impact of providing up to date **vehicle** information to the rural transit traveler. The project started in early August 1996 and will...

...reflects a rural setting. The initial operational test calls for equipping 36 BT vehicles with **GPS** /AVL equipment. The equipment to be installed on the vehicles consists of a **GPS** receiver, a **Vehicle** Module (VM) and a two-way radio. The position signal from the **satellites** is acquired by the **GPS** receiver and transferred to the VM. The VM modulates this location information and transfers it...

...a data processor and a server for the Internet connection. The vehicles are polled to **determine** their **status**. That is, the base station sends out a poll signal on a predetermined RF channel and only the polled **vehicle** responds. The location data from the vehicles is compiled in the Access database on one of the PCs. The ETA of each **vehicle** at a **bus** stop is calculated using historic data and reduction algorithms. This ETA information is then available...

Search Report from Ginger R. DeMille

...by the general public through the Internet, Audiotex, kiosk, cable TV and displays at the **bus** stops. The Internet web page will reside at the server and can be updated using...

...to be transmitted on the airwaves using an FM subcarrier. The display units at the **bus** stops will receive the ETA information through this FM subcarrier.

DESCRIPTORS: RURAL TRANSIT; PUBLIC TRANSIT; TRAVELER BENEFITS; INTELLIGENT TRANSPORTATION SYSTEMS; RURAL AREAS; OPERATIONAL TEST AND EVALUATION; **BUS** STOPS; BUB TRANSPORTATION; **GLOBAL** POSITIONING SYSTEMS; AUTOMATIC **VEHICLE** LOCATION; TWO WAY **COMMUNICATION** ; RADIO COMMUNICATIONS; DATA BASES; PERSONAL COMPUTERS; ESTIMATED TIME OF ARRIVAL; RADIO TRANSMISSION; INTERNET

24/3,K/3

DIALOG(R)File 63:Transport Res(TRIS)

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00381425 DA

TITLE: AUTOMATIC VEHICLE MONITORING: A LIFE SAVER

AUTHOR(S): Carter, DA

CORPORATE SOURCE: Institute of Electrical & Electronics Engrs, Inc, 445 Hoes Lane , Piscataway, NJ, 08854, Society of Automotive Engineers, Incorporated, 400 Commonwealth Drive, Warrendale, PA, 15096,

REPORT NUMBER: IEEE-80CH1601-4;HS-030 449;SAE-SP-90

Pag: 5p

SUPPLEMENTAL NOTES: Conference held in Dearborn, Michigan, 15-17 September 1980. Also published in HS-030 396 (IEEE-80CH1601-4; SAE-SP-90), "Convergence 80. IEEE Vehicular Technology Society Annual Conference (30th), International Conference on Transportation Electronics Proceedings," Utica, Michigan, 1980.

PUBLICATION DATE: 19800000 PUBLICATION YEAR: 1980

LANGUAGE: English SUBFILE: HSL (S 8402)

AVAILABILITY: Institute of Electrical & Electronics Engrs, Inc; Service Center, 445 Hoes Lane ; Piscataway; NJ ; 08854

REFERENCES: 10 Ref.

DATA SOURCE: National Highway Traffic Safety Administration

TITLE: AUTOMATIC VEHICLE MONITORING: A LIFE SAVER

ABSTRACT: The basic Automatic **Vehicle** Monitoring (AVM) system is described, an electronic system for position **tracking** and **status** monitoring of each **vehicle** in a fleet, which comprises communications, computer, and location subsystems. Accuracy requirements for three AVM...

...are described: Loran-C hyperbolic radionavigation, dead reckoning (DR), multilateration (fixed receiver sites in fleet **service** area), and proximity location (electronic signposts). Loran-C and DR systems are self-contained, each **vehicle** determining its position independently; their long-term accuracy is degraded by a continual buildup of...

...value cargo (e.g. nuclear materials), and enhanced law enforcement, (officer safety, response time, tactical **control**). The Automatic **Vehicle** Monitoring/Computer Assisted Dispatching/Digital Communications system is being used by the Dallas Police Department...

DESCRIPTORS: AUTOMATIC **VEHICLE** MONITORING; LOCATION; IDENTIFICATION; DISPATCHING; TACTICAL CONTROL; RADIOS; LORAN; DEAD RECKONING; COMMUNICATION SYSTEMS; COMPUTER; SAFETY

24/3,K/4

DIALOG(R)File 63:Transport Res(TRIS)

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00184855 DA

TITLE: LORAN C TRACKING OF LAND VEHICLES USING MICROCOMPUTERS

AUTHOR(S): El-Sawy, AA; Feuerstein, JW; Mayer, RP

CORPORATE SOURCE: Institute of Electrical and Electronics Engineers, 345
East 47th Street, New York, NY, 10017,

Pag: pp 157-161

SUPPLEMENTAL NOTES: This paper was presented at the 28th IEEE Vehicular
Technology Conference at Denver, Colorado, March 22-24, 1978. Sponsored
by the IEEE Vehicular Technology Society and the Denver Section, IEEE
with the cooperation of the VTS Denver Chapter and the Administrative
Committee of VTS.

PUBLICATION DATE: 19780000 PUBLICATION YEAR: 1978

LANGUAGE: English SUBFILE: UMRIS; HRIS (U; H 7902)

AVAILABILITY: IEEE Services Center; 445 Hoes Lane ; Piscataway; NJ
; 08854

FIGURES: 7 Fig.

REFERENCES: 2 Ref.

ABSTRACT: The concept, design, and evaluation of two similar Loran C land
vehicle tracking systems developed by MITRE are presented. One system
was developed to provide field demonstrations...

...system was configured to automatically display the reported status and
location of two emergency medical **service** (EMS) vehicles to aid in
more efficient dispatch and control functions. The Loran coordinates of
the **vehicle** are transmitted to the base station where a microcomputer
resolves the Loran coordinates into geographic/display coordinates and
displays the **vehicle** location. Accurate Loran C land **vehicle**
tracking requires calibration of the Loran signals to respective
geographic or map coordinate locations. The...

...band signal containing the two Loran time coordinates, the internal
status of the receiver, a **vehicle** identification code, and 1 of 8
vehicle status codes entered on a manual keyboard located in the
vehicle. A transmitter key **control** is also available. Commercial
land mobile radios are used for transmission and reception of the...

...input to the microcomputer on a serial port. After initialization of the
system, map display, **tracking**, screen refresh, and **status** reporting
are all automatic. /Author/

DESCRIPTORS: LORAN; TRACKING SYSTEMS; MICROCOMPUTERS; EMERGENCY **VEHICLE** ;
POLICE CARS; AUTOMATIC **VEHICLE** MONITORING; DISPATCHING; MASS TRANSIT
VEHICLES; MOBILE EQUIPMENT; RADIO TRANSMISSION

...SUBJECT HEADING: **BUS** & PARATRANSIT OPERATIONS TECHNOLOGY

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File 16:Gale Group PROMT(R) 1990-2003/Sep 23
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Set	Items	Description
S1	52743	(TRANSPORTING OR SHIPPING OR MOVING OR DELIVERY) (5N) (GOODS OR FREIGHT OR AIRFREIGHT OR SHIPMENT? ? OR CARGO?? OR MATERIALS OR PACKAGE? ? OR MAIL OR PARTICLES OR BULK OR CRATE? ?)
S2	6479497	CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR - BUSES OR TRUCK? ? OR VEHICLE OR TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?
S3	332909	(SHIPPING OR DELIVERY OR TRANSPORTATION OR TRANSPORTING OR SHIPMENT OR S2 OR DELIVERY) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S4	8386	S3(3N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S5	125840	(DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING) (5N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S6	454818	S2(5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION OR ROUTE OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S7	113878	(ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD() PARTY) (3-W) S2
S8	1511260	WIRELESS OR GPS OR HANDHELD OR HAND() HELD OR GLOBAL OR SATELLITE?
S9	16537	(TRACK? OR CHECK? OR DETERMIN? OR TRACE? OR TRACING) (3N) (STATUS)
S10	2	S1(S) (S4 OR S5) (S) S6(S) S7(S) (S8 OR S9)
S11	2	S1(S) (S4 OR S5) (S) S6(S) S7
S12	6	S2(S) S9(S) (S3 OR S4 OR S5) (S) S7
S13	39	S2(S) S9(S) (S3:S5) (S) (S7:S8)
S14	39	S12 OR S13
S15	38	S14 NOT S11
S16	6485556	S2 OR TRAILER? OR TRAILOR?
S17	166	S9(S) S16(S) (S3:S5)
S18	11	(S7 OR (CONTRACT? OR BACKUP) (3N) S2) (S) S17
S19	5	S18 NOT S15
S20	33	S8(S) S17
S21	0	S20 NOT S15
S22	44	S10:S15 OR S18:S20
S23	36	S22 NOT PY>2001
S24	35	RD (unique items)
S25	540	S9(2S) S16(2S) (S3:S5)
S26	47	S25(2S) (OUTSOURC? OR OUT() SOURC? OR CONTRACTOR? ? OR CONTRACT() (PROVIDER OR OUT))
S27	42	S26 NOT PY>2001
S28	40	S27 NOT S24
S29	35	RD (unique items)

*Scanned
Titles & abstract*

? t24/3,k/all

24/3,K/1 (Item 1 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)

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02391054 135394761

Supply chain management under the threat of international terrorism

Sheffi, Yossi

International Journal of Logistics Management v12n2 PP: 1-11 2001

ISSN: 0957-4093 JRNL CODE: INLM

WORD COUNT: 7197

...TEXT: on following the conveyance that a shipment is using or the shipment's location and **status** . Accurate **tracking** depends on timely reporting from the **carriers** hauling the shipment, the warehouseman storing it, or the distributor handling it. This is true...

...and RF devices. New technology using tags which can communicate directly with Low-Earth-- Orbiting- **Satellite** (LEOS) systems offers the promise of freeing consignees from their reliance on **carriers** and other suppliers by allowing direct **communications** with the **shipment** .

As lead-times are becoming longer and less consistent, shippers should mitigate the problem by...

24/3,K/2 (Item 2 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)

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02232548 83490380

Logistics and electronic commerce: An interorganizational systems perspective

Lewis, Ira

Transportation Journal v40n4 PP: 5-13 Summer 2001

ISSN: 0041-1612 JRNL CODE: TRN

WORD COUNT: 5682

...TEXT: An example of this trend is the partnership among logistics software firm i2 Technologies, the **third - party** logistics provider Ryder System Inc., and the trucking company **Central Transportation International**. The partnership has led to the creation of an electronic marketplace known as FreightMatrix...

24/3,K/3 (Item 3 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)

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02225706 81572554

Mother of reinvention

Goodridge, Elisabeth

Informationweek n855 PP: 203-206 Sep 17, 2001

ISSN: 8750-6874 JRNL CODE: IWK

WORD COUNT: 1543

...TEXT: better customer satisfaction-that's a sign," he says.

At ADC, Dwivedi is deploying a **wireless** application that field engineers

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can access through their Palm VII PDAs or cellular phones to...

... be pushed out to customers," he says. "It helps ADC and helps customers from a **service** standpoint."

EchoStar **Communications** Corp., a Littleton, Colo., **provider** of direct-broadcast **satellite** TV, streamlined its operations by using the Internet to consolidate multiple customer-facing applications. Previously ...

... they can access the Internet to view their usage, pay their bills, and change their **service** plans, "which helps a tremendous amount," CIO Ed Allwein says. By year's ends customers...

24/3,K/4 (Item 4 from file: 15)

DIALOG(R) File 15:ABI/Inform(R)

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01915317 05-66309

Trailer tracking

Buxbaum, Peter

Fleet Equipment v25n10 PP: 40-43 Oct 1999

ISSN: 0747-2544 JRNL CODE: FEQ

WORD COUNT: 1704

...ABSTRACT: and productivity of man and machine. However, what goes on behind the tractor, in the **trailer**, has now assumed increased importance to fleet managers and their technology **providers**. Although **trailer** -tracking technology has been around for some time, it has only recently begun to take off. **Tracking** the location and **status** of **trailers** better integrates those assets into the operations of the fleet and promotes more efficient asset utilization. Tracking systems for **trailers** are coming down in price as a result of increased **wireless communication services** being made available.

24/3,K/5 (Item 5 from file: 15)

DIALOG(R) File 15:ABI/Inform(R)

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01543001 01-93989

MBTA's fully-integrated operations control center

Anonymous

Railway Age v198n11 PP: G4-G5 Nov 1997

ISSN: 0033-8826 JRNL CODE: IRAA

WORD COUNT: 422

...TEXT: event of a system failure. ACS features include a centralized traffic control component that oversees **track** circuit **status**, switch and signal control and indications, local and remote interlocking and block signal control, and entrance/exit **routing**. A **bus** operations module provides dispatchers with digitized maps showing route and address location information, and which can be enhanced with **GPS** -based location systems.

(Photograph Omitted)

Captioned as: OCC dispatchers work from one of seven identical...

24/3,K/6 (Item 6 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)

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01316343 99-65739

Relationship cases

Lambert, Doug; Emmelhainz, Peggy; Gardner, John

Marketing Management v5n2 PP: 30 Summer 1996

ISSN: 1061-3846 JRNL CODE: MMA

WORD COUNT: 748

...TEXT: model: Lucent Technologies (formerly known as AT&T Network Systems) and Panalpina for freight forwarding **services** of telecommunications equipment in the South American Market. Lucent Technologies manufactures and installs telecommunications systems...

... by every nut, bolt, screw, fender, and bumper. Panalpina is a forwarder with offices in **facilities** in **Central** and South America and with a well established in-country infrastructure. They have the ability to **track** information and shipment **status** on all shipments. A small package express delivery company and a manufacturer for national distribution...

... involved a customized offering of both air and ground transportation on the part of the **carrier** and a guaranteed volume on the part of the manufacturer. McDonald' and Martin-Brower for...

... Xerox and Ryder for the delivery, installation, and removal of copiers. In this relationship, Ryder **truck** drivers deliver, set-up, test, and demonstrate copiers for Xerox. In addition, the drivers also perform initial customer training and remove old equipment. Xerox and Ryder for inbound transportation **services** to Xerox's manufacturing locations. In this arrangement, Xerox depends on Ryder Dedicated Logistics to...

... order placement. Quality Express is a program through which Whirlpool sought to improve its customer **service** levels by partnering with **third party providers**. ERX is a joint venture between MNX MARK VII, a transportation company, and Elston-Richards...

24/3,K/7 (Item 7 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)

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01092320 97-41714

Projecting the growth of cellular communications

Wang, Michael; Kettinger, William J

Communications of the ACM v38n10 PP: 119-122 Oct 1995

ISSN: 0001-0782 JRNL CODE: ACM

WORD COUNT: 1908

...TEXT: fundamentally changed the way people communicate and prompted the evolution of a new multibillion dollar **wireless communications** industry. Linking **service** areas, **wireless communications** has altered the way business is conducted. For instance, with a lap-top computer, a...

... his or her office and clients, check sales listings and arrange appointments while traveling. Field **service** and sales people can, from customer locations, access corporate databases to **check** inventory **status**, prepare up-to-the-minute price and delivery quotes, and cut orders directly to the factory. Two-way paging **services** allow a firm's workforce to stay in close contact, even when traditional wired **communication**

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services are not available. **Hand - held** hybrids of phone-computer-fax machines feed information to **wireless** communication networks, allowing an executive to make decisions while watching a little league baseball game...

24/3,K/8 (Item 8 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)

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00608335 92-23438

Employee or Independent Contractor?

Sumutka, Alan R.

CPA Journal v62n4 PP: 48-55 Apr 1992

ISSN: 0732-8435 JRNL CODE: CPA

WORD COUNT: 5071

...TEXT: yes" response. The absence of a factor, which suggests that control rests with the service **provider** (i.e., independent **contractor** status for the **service provider**), elicits a "no" answer. It is unlikely that all of the questions will be answered "yes" or all will be answered "no." One should not merely **determine** which **status** has more than 10 factors and conclude accordingly. Such a strategy ignores that the factors...

24/3,K/9 (Item 9 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)

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00285177 85-25611

Outstanding Data Center: Purolator Courier - Basking Ridge, NJ

Conlon, Theresa

Computer Decisions v17n13 PP: 59-62 Jul 2, 1985

ISSN: 0010-4558 JRNL CODE: COM

ABSTRACT: In terms of packages delivered each day and extent of **area** served, Purolator **Courier** is one of the largest of the small- **package** express- **delivery** services. Purolator expects an aggressive new computerization effort to help make its name a household word. High-speed 56,000-bits-per- **second** (bps) digital data- **service** (DDS) lines, installed by RCA Cylix **Communications** Network Inc., connect the data **center** in Basking Ridge, New Jersey, with 2 remote centers in Dallas, Texas, and Indianapolis, Indiana...

... access Purolator's database using Access, an in-house system. Also connected to the data **center** are 206 **dispatch centers** with a total of more than 12,000 terminals. Purolator's data center has an RCA Cylix dedicated micronode connected to a switch in the network's **central facility** , allowing Purolator's **communications** to skip one **satellite** hop. ...

24/3,K/10 (Item 1 from file: 16)

DIALOG(R)File 16:Gale Group PROMT(R)

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09574799 Supplier Number: 76692676 (USE FORMAT 7 FOR FULLTEXT)

Est. 1870: KOENIG CO.: Concrete decision: Diversify. (Koenig Fuel and Supply Co.) (Brief Article)

Pope, Eric

Search Report from Ginger R. DeMille

Crain's Detroit Business, v17, n27, p87
June 27, 2001
Language: English Record Type: Fulltext
Article Type: Brief Article
Document Type: Magazine/Journal; Trade
Word Count: 947

... in the country using data transmission from computers in each truck.

The company maintains a **communications** center that **tracks** the **status** of each **truck** : when it leaves the plant, when it arrives at the site, when it begins unloading...

...for the trip back to the plant. With this information generated by computers in each **truck** and constant radio **communication** with the drivers, Koenig dispatchers are able to tell the **contractor** when the **next truck** will be arriving.

Quality control is another big issue because the mixture of ingredients varies...

24/3,K/11 (Item 2 from file: 16)
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09040844 Supplier Number: 78824127 (USE FORMAT 7 FOR FULLTEXT)
**Union Pacific Railroad Orders Nexterna's Mobile Resource Management
Solution For 2,870 Locomotives.**

PR Newswire, pNA
Oct 2, 2001
Language: English Record Type: Fulltext
Document Type: Newswire; Trade
Word Count: 625

... expert in Mobile Resource Management solutions, announced an agreement to supply their web-enabled software, **wireless communications** equipment, and data **center services** for 2,870 Union Pacific (NYSE: UNP) locomotives. This contract will allow railroad managers to improve locomotive utilization with real-time location **tracking**, work order **status**, and two-way data communications.

"Nexterna provides a wireless mobile computing 'platform that hosts multiple...

24/3,K/12 (Item 3 from file: 16)
DIALOG(R)File 16:Gale Group PROMT(R)
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09018888 Supplier Number: 78411814 (USE FORMAT 7 FOR FULLTEXT)
**Mobile Law Enforcement App. (Aether Systems PocketBlue hand-held device for
law enforcement) (Brief Article) (Product Announcement)**

Wireless Review, v18, n17, p22A
Sept 1, 2001
Language: English Record Type: Fulltext
Article Type: Brief Article; Product Announcement
Document Type: Magazine/Journal; Trade
Word Count: 154

(USE FORMAT 7 FOR FULLTEXT)
TEXT:

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Aether Systems' PocketBlue is a **wireless hand - held** app for law enforcement that ensures all personnel are integrated into an agency's mobile...

...data access, silent and secure communication and system-wide alarms. PocketBlue extends mobile data and **communication** to out-of- **vehicle** personnel on the Palm Vx, RIM 950 and 957, and Symbol's SPT 1733 **hand - held** computer. The devices operate over a CDPD or Mobitex **wireless** network. Detectives and patrol officers can access the National Crime Information Center, National Law Enforcement Telecommunications System and department of motor vehicles databases securely to **check** the **status** of vehicles, persons, articles and guns without involving dispatch. A match to a wanted person...

24/3,K/13 (Item 4 from file: 16)

DIALOG(R)File 16:Gale Group PROMT(R)

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09001100 Supplier Number: 78334315 (USE FORMAT 7 FOR FULLTEXT)

Mother Of Reinvention -- As they change, companies call on IT to curtail costs. (Kamalesh Dwivedi, CIO at ADC Telecommunications Inc)

Goodridge, Elisabeth
InformationWeek, p203
Sept 17, 2001

Language: English Record Type: Fulltext
Document Type: Magazine/Journal; General Trade
Word Count: 1757

... better customer satisfaction-that's a sign," he says.

At ADC, Dwivedi is deploying a **wireless** application that field engineers can access through their Palm VII PDAs or cellular phones to...be pushed out to customers," he says. "It helps ADC and helps customers from a **service** standpoint."

EchoStar **Communications** Corp., a Littleton, Colo., **provider** of direct-broadcast **satellite** TV, streamlined its operations by using the Internet to consolidate multiple customer-facing applications. Previously ...

...they can access the Internet to view their usage, pay their bills, and change their **service** plans, "which helps a tremendous amount," CIO Ed Allwein says. By year's end, customers...

24/3,K/14 (Item 5 from file: 16)

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08477597 Supplier Number: 72583817 (USE FORMAT 7 FOR FULLTEXT)

Wireless Data Solutions to Provide Complete Turnkey Waste Management Tracking Solution to Veit Disposal Systems.

Business Wire, p2063
April 2, 2001

Language: English Record Type: Fulltext
Document Type: Newswire; Trade
Word Count: 748

... can greatly benefit from the latest fleet tracking technology and the superior information it provides."

Wireless Data Solutions' **wireless** fleet tracking systems

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...State-of-the-Art issue is a great starting point for examining the world of **service** creation and provisioning. Look for more in future issues of Telecommunications. We hope you enjoy...

29/3,K/7 (Item 7 from file: 15)

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01729229 03-80219

From the tax adviser: New rules for employee--independent contractor controversies

Fiore, Nicholas J

Journal of Accountancy v186n5 PP: 88 Nov 1998

ISSN: 0021-8448 JRNL CODE: JAC

WORD COUNT: 625

TEXT: Headnote:

New Rules for Employee-Independent **Contractor** Controversies

For many years, a central issue in the employer-IRS employment tax controversy was...

... in which case employment taxes had to be withheld by the recipient of the workers' **services** [the **service** recipient]) or whether they functioned as independent **contractors** (in which case withholding was not required).

Typically, this analysis depends heavily on the facts...

... worker's individual situation and focuses on factors relating to the kind and degree of **control** the **service** recipient exercises.

Similarly, such a determination also is an issue when a **service** recipient qualified under section 530 of the Revenue Act of 1978. Under that provision, if the **service** recipient satisfied several requirements (basically dealing with consistent and reasonable treatment of workers), it could treat workers as independent **contractors** and the IRS was prohibited from questioning or reclassifying their status.

Traditionally, the sole means...

...Act of 1997 included a provision that now allows the Tax Court to review IRS **determinations** of worker **status**, thereby giving taxpayers another avenue to pursue. In addition, the Tax Court now has prepayment...

29/3,K/8 (Item 8 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)

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01700533 03-51523

Air cargo and expedited motor carriers

Moore, Tom

Fleet Owner v93n9 PP: 68-72 Sep 1998

ISSN: 1070-194X JRNL CODE: FOW

WORD COUNT: 1573

...TEXT: increase to 50% within five years."

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In addition, shippers' demands for increased flexibility and faster **service** are driving the growth of the expedited freight market. This has led to transportation more often being purchased based on transit time and **service**, instead of on the historical shipping practice of selecting a transportation mode.

Con-Way NOW...

... into the business, exporting its expertise from its LTL roots under the Con-Way Transportation **Services** umbrella. "The environment for an expedited freight **carrier** requires a different infrastructure than that of a traditional regional LTL **provider**," says Ed Conaway, vp and general manager of the company. "The expedited freight industry is driven by immediate response and **service** availability, exclusive-use equipment, direct door-to-door deliveries, and the real-time collection and dissemination...

... that supports satellite tracking and voice/data communications systems. This allows Con-Way NOW's **central** command **center** to provide shippers with immediate and accurate information on shipment **status**, **track** the location of the NOW fleet, and communicate with **contractors** on a real-time basis.

The fleet consists of a pool of contract owner-operators, with five different **vehicle** configurations ranging from a cargo wagon to a tractor-trailer combination. The company has found that owner-operators offer the most flexibility and the best customer **service**. Adopting this strategy allows the company to match each shipment with the most appropriate and cost-effective equipment.

So tight are the **service** demands that Con-Way NOW promises to deliver shipments within 15 minutes of a quoted arrival time to qualify for ontime **service**. If a shipment is more than two hours late, freight charges are sliced by 50...not always as good as what you have with your own drivers, whom you can **control** and **train**" (see sidebar).

Although his fleet has not grown by more than 10 units, a heavy...

...and capture electronic signatures.

"Five years ago, very few truckers offered electronic proof of delivery, **status** reports, and electronic **tracking** and tracing," says Shaker Express' Rocky Wilson. "Today, there are very few who don't..."

... of three operating divisions: NEXTAir, an air freight pickup and delivery operation; NEXTCourier, an interoffice **carrier** for banks, utilities, and other businesses featuring regular scheduling; and NEXTDistribution, offering regular route **service** to retail customers and pharmacies.

"The common thread is time definite delivery and expedited **service**," says Maloney. "The demands of the customer dictate our equipment configuration, which is comprised of 30 vans and 30 straight **trucks** that bear the **service** marks of one of the three divisions, but can be put into **service** to handle the needs of any of the three."

Independent **contractors** operate all the equipment, although Maloney is discriminating on the age and look of the...

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File 160:Gale Group PROMT(R) 1972-1989

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File 275:Gale Group Computer DB(TM) 1983-2003/Sep 23

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File 621:Gale Group New Prod.Annou.(R) 1985-2003/Sep 24

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Set	Items	Description
S1	67723	(TRANSPORTING OR SHIPPING OR MOVING OR DELIVERY) (5N) (GOODS OR FREIGHT OR AIRFREIGHT OR SHIPMENT? ? OR CARGO?? OR MATERIALS OR PACKAGE? ? OR MAIL OR PARTICLES OR BULK OR CRATE? ?)
S2	57029	(CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? OR VEHICLE) (5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION)
S3	45470	(CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? OR VEHICLE OR TRAILER? OR DRIVER?) (5N) (ROUTE - OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S4	420365	(TRAIN OR SERVICE? OR PROVIDER? OR DELIVERER OR COURIER? OR CAR OR BIKE? OR TRAILER? OR DRIVER?) (5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION)
S5	188865	(TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?) (5N) (ROUTE OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S6	35302	(SHIPPING OR DELIVERY OR TRANSPORTATION OR TRANSPORTING OR SHIPMENT OR DELIVERY) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR - CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S7	51108	(CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? ? OR VEHICLE) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S8	392281	(TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S9	11762	(S6:S8) (3N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S10	176563	(DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING) (5N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S11	109283	(ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD()PARTY OR OUTSOURC? OR OUT()SOURC? OR CONTRACT?) (5N) (CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? OR VEHICLE)
S12	1986910	WIRELESS OR GPS OR HANDHELD OR HAND()HELD OR GLOBAL OR SATELLITE?
S13	22015	(TRACK? OR CHECK? OR DETERMIN? OR TRACE? OR TRACING) (3N) (STATUS)
S14	418920	(OUTSOURC? OR OUT()SOURC? OR CONTRACTOR? ? OR CONTRACT() (PROVIDER OR OUT))
S15	555877	(ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD()PARTY OR OUTSOURC? OR OUT()SOURC? OR CONTRACT?) (5N) (TRAIN OR SERVICE? - OR PROVIDER? OR DELIVERER OR COURIER? OR CAR OR BIKE? OR TRAILER? OR DRIVER?)
S16	199	S1(3S) (S2:S5) (3S) (S6:S10) (3S) (S11 OR S15)
S17	190	S16 NOT PY>2002
S18	138	RD (unique items)

? t18/3,k/all

15254185 SUPPLIER NUMBER: 94981768 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Central Transport Dramatically Improves Service in the Southeast.
Business Wire, 2186
Dec 6, 2002
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 299 LINE COUNT: 00030

... its terminal network. "The new terminals will significantly improve our customer service and provide faster **freight delivery**. In just ... the booming Southern corridor. These new service centers will allow us to provide even earlier **next**-day **service** and faster regional and national service, as well as boosting our on-time performance", said...both regional and inter-regional markets."

Central Transport(R) is a leading brand of LTL **service available** in most major manufacturing and retail markets throughout North America. The **service provider**, **Central Transport International, Inc.**, is based in suburban Detroit and is part of a group of...

18/3,K/5 (Item 5 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
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15210194 SUPPLIER NUMBER: 94501394 (USE FORMAT 7 OR 9 FOR FULL TEXT)
FedEx Freight Launches European Service.
Business Wire, 0024
Nov 21, 2002
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 835 LINE COUNT: 00074

... door or door-to-port with one invoice and a single source of accountability for **shipment control**. The U. S. inland ground service ...delivery and assistance with documentation. "Rapid transit is one of the key differentiators of this **service**. FedEx Freight specializes in **next**-day and second-day delivery in the U. S. FedEx Trade Networks utilizes multiple sailing schedules to get the **freight moving** as quickly as possible to or from Europe. And, Frans Maas provides comprehensive coverage at...

...s European service will be implemented on a phased-in approach, beginning with the Atlanta **service area**. States served through Atlanta include Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina and Tennessee...member of the FedEx Corp. family of companies, FedEx Freight is the \$2 billion leading **provider of next**-day and **second**-day regional LTL freight **services**. With corporate offices in Memphis, Tenn., FedEx Freight is composed of two operating companies, FedEx ...all U.S. zip codes, including Alaska and Hawaii, plus Puerto Rico. Internationally, they provide **service** to North, **Central** and South America, the Caribbean and Europe. More information about FedEx Freight East, based in...

18/3,K/6 (Item 6 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
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14878287 SUPPLIER NUMBER: 87855915 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Carriers on the move. (Integrated Carriers). (Old Dominion Freight Line Inc. opens new corporate office) (Brief Article)

Search Report from Ginger R. DeMille

Transportation & Distribution, 43, 6, 16(1)

June, 2002

DOCUMENT TYPE: Brief Article ISSN: 0895-8548 LANGUAGE: English

RECORD TYPE: Fulltext

WORD COUNT: 348 LINE COUNT: 00032

An inter-regional and multi-regional carrier **transporting** general less-than-truckload (LTL) **shipments** domestically and internationally, Old Dominion's move means the carrier will be able to expand...

...feet of office space, fully renovated.

Old Dominion serves 37 states. Within its network, the **carrier** offers **next** - and **second** -day **service** in the Southeast, South Central, Northeast, Midwest, ...won't mean a change in the 24-hours-a-day, seven-days-a-week **service** **Central States Trucking** provides customers. New **location services** include ocean and air import distribution, LTL, intermodal, and international drayage.

The new Central States...carrier to improve pickup and delivery times for customers.

In order to continue to provide **next** -day **service** with greater capacity for increased freight volumes to Midwest markets--including Chicago, Memphis, Nashville, and...

18/3,K/7 (Item 7 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

(c)2003 The Gale Group. All rts. reserv.

14841558 SUPPLIER NUMBER: 90179891 (USE FORMAT 7 OR 9 FOR FULL TEXT)

FedEx Freight Sends 31 Drivers to National Truck Driving Championships;

Drivers Earn the Right to Compete by Winning State-Level Competitions.

Business Wire, 2074

August 7, 2002

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 887 LINE COUNT: 00080

... member of the FedEx Corp. family of companies, FedEx Freight is the \$2 billion leading **provider** of **next** -day and **second** -day regional LTL freight **services** . FedEx Freight is composed of two operating companies, FedEx Freight East and FedEx Freight West...

...all U.S. zip codes, including Alaska and Hawaii, plus Puerto Rico. Internationally, they provide **service** to North, **Central** and ... including: FedEx Express, the world's largest express transportation company; FedEx Ground, North America's **second** largest **provider** of small- **package** ground **delivery** service; FedEx **Freight** , the largest U.

18/3,K/8 (Item 8 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

(c)2003 The Gale Group. All rts. reserv.

14819409 SUPPLIER NUMBER: 89851335 (USE FORMAT 7 OR 9 FOR FULL TEXT)

William A. Fyfe Appointed Director of Safety for Con-Way Central Express.

PR Newswire, DETU01330072002

July 30, 2002

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 478 LINE COUNT: 00044

... as a driver trainer, chief dispatcher and terminal operations

Search Report from Ginger R. DeMille

solutions. Within the CON-WAY family are regional less-than-truckload **carriers** Con-Way **Central** Express, Con-Way Southern Express, Con-Way Western Express, Con-Way Canada Express and Con-Way Mexico Express; Con-Way NOW, an expedited carrier specializing in emergency shipment **service** ; Con-Way LOGISTICS, a **contract** supply chain execution **service provider** ; Con-Way AIR, an airfreight forwarder with service throughout the U.S. and Puerto Rico...

18/3,K/13 (Item 13 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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14202529 SUPPLIER NUMBER: 81820291 (USE FORMAT 7 OR 9 FOR FULL TEXT)
FedEx Now on Nextel Online Wireless Portal; Subscribers Have Easy Access to FedEx Tracking, Location Information.

Business Wire, 2090

Jan 16, 2002

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 659 LINE COUNT: 00060

... their convenience with the addition of FedEx service information to Nextel Online(R), a wireless **service** from Nextel **Communications** Inc. Subscribers to the service can now efficiently view the **shipping** status of their **packages** with FedEx Express(R) and FedEx(R) Ground through a wireless Web site dedicated to...

...of FedEx services to our wireless portal is a strong enhancement to the wireless business **services available** to our subscribers."

Instead of having to key in a URL to access FedEx, Nextel...

...access to the world's largest express transportation company, FedEx Express, and North America's **second** -largest small- **package** ground **delivery service** , FedEx Ground.

At the site, subscribers can monitor the **shipping** status of their FedEx **packages** and e-mail the tracking results to up to three e-mail addresses. The drop...

...including FedEx Express, the world's largest express transportation company; FedEx Ground, North America's **second** -largest **provider** of small- **package** ground **delivery** service; FedEx **Freight** , a leading provider of regional less-than-truckload freight services; FedEx Customer Critical, the world...

...Inc. (NASDAQ:NXTL), based in Reston, Va., is a leading provider of fully integrated wireless **communications services** and has built the largest guaranteed all-digital wireless network in the United States covering...

...of the top 200 U.S. markets. Through recent market launches, Nextel and Nextel Partners **service** is **available** today in areas of the U.S. where approximately 230 million people live or work...

18/3,K/14 (Item 14 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

14172220 SUPPLIER NUMBER: 81009453 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Outsourcing: Profitable Partnerships. (Advertising Supplement).
Canadian Business, 74, 23, S1(6)

Search Report from Ginger R. DeMille

Dec 10, 2001

ISSN: 0008-3100

LANGUAGE: English

RECORD TYPE: Fulltext

WORD COUNT: 3237

LINE COUNT: 00269

... 100% accurate payroll," he says.

Despite their ease of use, however, the main hurdle for **outsourced payroll services** was ensuring security and confidentiality of information. Ceridian commissioned two independent studies from IBM and...

...before going ahead with the launch, says Ball, "Security is at the core of the **service** we provide."

ADP Canada, **another** major administrative **services** **outsourcer**, has launched a whole suite of Web-enabled products-- People@Work for human resources management availability also dramatically enhances the convenience of many **out - sourced services**. ARAMARK Canada's office **services** division, a major supplier of facilities management **services**, allows customers to check the **availability** of meeting rooms, request certain seating arrangements such as classroom-style or horseshoe-style, or ...

...analysis of whether you need more or less equipment or space based on your requests."

Another facilities management **outsourcer** --UNICCO Facilities **Services** Co. in Toronto, a part of the \$600-million-a-year UNICCO Service Co. based in Newton, Mass.--is also extending its **services** through its Web **communication** gateway, MyUNICCO.com, launched last year. Clients' requests for cleaning, lighting, maintenance and other services...

...the progress of work through the site, much as courier services allow customers to track **package delivery**.

However, UNICCO has also packed the site with potential value-added services. For instance, customer...

18/3,K/15 (Item 15 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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14128434 SUPPLIER NUMBER: 80839195 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Level 3 Launches Ethernet Private Line Service in U.S. and Europe.

PR Newswire, LAM04117122001

Dec 17, 2001

LANGUAGE: English

RECORD TYPE: Fulltext

WORD COUNT: 938

LINE COUNT: 00084

... end Ethernet service to and from businesses at speeds of up to one-gigabit per **second**. This new **service** extends existing local **area** networks (LANs) into Level 3's metropolitan and long haul networks with minimal incremental operational...

...provision the new service within days of an order.

"The launch of this new MPLS **service** is **another** step we're taking to serve the top 300 companies with substantial needs for bandwidth ...

...wholesale dial-up Internet access market, namely lower network infrastructure costs and improve margins for **carriers**, ISPs and other **communications** companies."

MPLS, which stands for multi-protocol label switching, allows network equipment to speed the...

...service providers the ability to prioritize the delivery of certain classes of traffic, much like **package delivery** services do. Level 3 is an industry leader in standards development of MPLS technology, and...

18/3,K/16 (Item 16 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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14110345 SUPPLIER NUMBER: 80706518 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Morrison Express' Global Optimal And Descartes Deliver Internet Logistics To Taiwan.

Business Wire, 2070

Dec 11, 2001

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 860 LINE COUNT: 00080

... said Danny Chiu, President of both Morrison Express and Global Optimal. "This infrastructure and the **services available** over it are designed to handle the many intricacies of today's global high tech...

...proactive alerts and notifications, and supply chain performance reporting. Descartes also offers inventory control, ocean **carrier** and **contract** shipment management, multi-modal transportation management, and routing and scheduling solutions globally.

Global Optimal entered...

18/3,K/17 (Item 17 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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13944048 SUPPLIER NUMBER: 79333242 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Con-Way Southern Express Breaks Ground for New Freight Assembly Center Near Tulsa, Oklahoma.

PR Newswire, 1316

Oct 22, 2001

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 336 LINE COUNT: 00032

... a regional less-than-truckload (LTL) commercial freight carrier is making an expanded business and **service** commitment to Tulsa **area** businesses with the construction of a new company owned freight assembly center (FAC) in Glenpool...

...a \$2.1 billion transportation and services company that provides time-definite and day- definite **freight delivery** services, and logistics solutions. Within the CON- WAY family are regional less-than-truckload **carriers** Con-Way **Central** Express, Con-Way Southern Express, Con-Way Western Express, Con-Way Canada Express and Con-Way Mexico Express; Con-Way NOW, an expedited carrier specializing in emergency shipment **service** ; Con-Way Logistics, a **contract** supply chain execution **service provider** ; and Con-Way AIR, an airfreight forwarder with service throughout the U.S. and Puerto...

18/3,K/18 (Item 18 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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18/3,K/20 (Item 20 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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13393951 SUPPLIER NUMBER: 69240597 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Net paves way for strategic buying.(growth of e-procurement)(Industry

Overview)(Statistical Data Included)

SMOCK, DOUG

Purchasing, 129, 5, S6

Sept 21, 2000

DOCUMENT TYPE: Industry Overview Statistical Data Included ISSN:

0033-4448 LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 2068 LINE COUNT: 00213

... to see in the e-procurement arena two years from now. Answers include:

- * An MRO **next -day delivery provider** .
- * Ability to offer **available freight -- truckload** and less-than-**truckload** --and have the carriers and subcontractors bid on it.
- * Full supply chain capabilities, from quotation stage through **shipment routing** , rating and receipt.
- * More standards to make data exchange easier.
- * Catalogs with ready capability to...

18/3,K/21 (Item 21 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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12957688 SUPPLIER NUMBER: 68949688 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Tellabs Named "Supplier Of Excellence" by Leading Telecommunications Provider.

PR Newswire, NA

Jan 10, 2001

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 391 LINE COUNT: 00036

... Excellence award for Superior Quality for the third consecutive year from TELUS Corporation, Canada's **second** largest telecommunications **provider** . TELUS Corporation evaluates its suppliers whose products and services have the greatest impact on service...

...our goals."

TELUS Corporation rates suppliers by evaluating performance in four main areas of business: **delivery** of **goods** and services in a timely manner, responsive customer service, reliable product and services that meet...

...of quality that we make to each of our customers."

Tellabs designs, manufactures, markets and **services** , optical networking, **next** -generation switching and broadband access solutions. These solutions are supported by the company's professional services. The company's products are used worldwide by the **providers** of **communications services** . Tellabs stock is listed on the Nasdaq Stock Market (TLAB).

TELUS Corporation (TSE: T, T...

...the leading service provider in Western Canada, TELUS provides voice, data, Internet, advertising and wireless **services** to **Central** and Eastern Canada. With the purchase of QuebecTel and Clearnet Communications

Search Report from Ginger R. DeMille

12124058 SUPPLIER NUMBER: 59611419 (USE FORMAT 7 OR 9 FOR FULL TEXT)
**Rightfreight.com to Partner With NTE, Creating a Seamless Online Shipping
Platform for Air and Ground Freight Worldwide.**
Business Wire, 1398
Feb 23, 2000
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 701 LINE COUNT: 00065

... net) have harnessed the power of the Internet to create real-time exchanges where shippers, **third party** logistics intermediaries and freight **carriers** can communicate with each other in an efficient manner. RightFreight.com is the dominant global...

...and the telephone be the chief weapons for those looking to ship items or fill **cargo** space. The **shipping** and logistics world has just joined the 21st Century, with businesses across the globe having...

...shipments and cargo space."

Both companies operate online member-based trading exchanges used by shippers, **third party** logistics intermediaries and freight **carriers**. Using the Internet and customized integration, the exchanges are designed to seamlessly link all trading...

...creates a global transportation trading market place by bringing visibility to the dynamic elements of **shipment** time, size, distance, **routing**, **service** levels, transport **availability** and market pricing.

About RightFreight.com

Founded in 1999 and based in New York City...

18/3,K/36 (Item 36 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
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12047201 SUPPLIER NUMBER: 61822231 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Con-Way Canada Express Expands Operations to Five More Provinces.
Business Wire, 1501
May 1, 2000
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 908 LINE COUNT: 00077

... added.

Con-Way Canada Express' expansion of its service network will include integration of its **state -of-the-art service** facilities with advanced internet technology so customers can track their shipments via the CON-WAY

...responsibility. Across North America, CON-WAY has built a reputation as the premier less-than- **truckload contract** freight **carrier**. CON-WAY's operating philosophy includes a firm "Safety First" policy, complemented by a skilled...

...billion transportation company based in Ann Arbor, MI that provides time-definite and day-definite **freight delivery** services for commercial and industrial businesses. Within the CON-WAY family of companies are regional less-than-truckload **carriers** Con-Way **Central** Express, Con-Way Southern Express and Con-Way Western Express; Con-Way Truckload Services, providing...

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...Con-Way NOW, an expedited carrier specializing in emergency shipment service; and Con-Way Integrated **Services**, a **contract** supply chain execution **service provider**.

CON-WAY is a subsidiary of Palo Alto, California-based CNF, (NYSE: CNF) a \$5...

18/3,K/37 (Item 37 from file: 148)

DIALOG(R) File 148:Gale Group Trade & Industry DB
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11963065 SUPPLIER NUMBER: 61476338 (USE FORMAT 7 OR 9 FOR FULL TEXT)
CCX Driver Ralph Dotson Wins Delaware Motor Transit Association "Driver of the Month Award".

Business Wire, 0316

April 13, 2000

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 473 LINE COUNT: 00043

... skills also led him to win the title of "Grand Champion" in Delaware's 1999 **State Truck Driving Championships**. He also won first place in the Twins Class competition, which qualified him...

...Transportation Services, a \$1.9 billion transportation company that provides time-definite and day-definite **freight delivery** and logistics services for commercial and industrial businesses. Within the CON-WAY family of companies are regional less-than-truckload **carriers** Con-Way **Central Express**, Con-Way Southern Express and Con-Way Western Express; Con-Way Truckload Services, providing...

...Con-Way NOW, an expedited carrier specializing in emergency shipment service; and Con-Way Integrated **Services**, a **contract** supply chain execution **service provider**.

CON-WAY is a subsidiary of Palo Alto, California-based CNF (NYSE:CNF) a \$5...

18/3,K/38 (Item 38 from file: 148)

DIALOG(R) File 148:Gale Group Trade & Industry DB
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11945380 SUPPLIER NUMBER: 61399692 (USE FORMAT 7 OR 9 FOR FULL TEXT)
i2 Expands TradeMatrix(TM) Solution with FreightMatrix(TM) - Electronic Marketplace for Logistics Industry.

PR Newswire, 8332

April 7, 2000

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 1206 LINE COUNT: 00114

... logistics providers with the needed services to buy and sell transportation more efficiently, plan their **cargo** requirements, and execute the **delivery** of **shipments**. Under a Memorandum of Understanding signed this week, Ryder System, Inc., plans to serve as the anchor **third-party logistics provider** and **Central Transportation International** plans to serve as the anchor less-than-truckload motor carrier for FreightMatrix. FreightMatrix **service** offerings are expected to be **available** in the second quarter of 2000.

FreightMatrix, powered by i2's TradeMatrix platform, is a...

18/3,K/39 (Item 39 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
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11904585 SUPPLIER NUMBER: 60007713 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Internet Access Babylon.
DESMOND, PAUL
ColoradoBiz, 27, 2, 56
Feb, 2000
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 2458 LINE COUNT: 00302

... frame relay data service.
Perhaps the most exciting new option for Internet access is DSL,
another all-digital **service** . DSL **services** , of which there are many
variants, use modems that more efficiently divvy up the available...

...from the Internet.
ADSL, by contrast, has a much slower upstream speed, which is the
path to the **service provider** 's network, than downstream, which is the
path from the **provider** . The theory is that if you're using the line
mainly for Web surfing, you...

...a faster downstream path. That theory falls on its face if you've got
workers **shipping** e- mail with large attachments back and forth.
The exact speed of each ADSL link will depend on your service
provider and how far your office is from the provider's switching **center** ,
or **central** office; the farther away you are, the lower the speed.
Downstream links range in speed...

18/3,K/40 (Item 40 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
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11901357 SUPPLIER NUMBER: 60978863 (USE FORMAT 7 OR 9 FOR FULL TEXT)
**Con-Way Western Express Enhances Wyoming Direct Service With Opening of New
Service Center in Casper.**
Business Wire, 1661
March 30, 2000
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 492 LINE COUNT: 00043

... Boone, president and chief executive officer of CWX. "So we only
provide pickup and delivery **service** in the immediate **area** . But in the
short time that Casper has been open, business has grown to such...

...assure those customers of the same high CON-WAY standards from pick-up
to final **delivery** of their **shipments** ," added Boone.

The new service center opened with six employees. The building
includes 5,000...

...Services, a \$1.9 billion transportation management company that provides
time-definite and day-definite **freight delivery** and logistics services
for commercial and industrial businesses. Within the Con-Way family are
regional less-than-truckload **carriers** Con-Way **Central** Express, Con-Way
Southern Express and Con-Way Western Express; Con-Way Truckload Services,
providing...

...Con-Way NOW, an expedited carrier specializing in emergency shipment

Search Report from Ginger R. DeMille

service; and Con-Way Integrated **Services** , a **contract** supply chain execution **service provider** .

CON-WAY is a subsidiary of Palo Alto, California-based CNF, (NYSE: CNF) a \$5...

18/3,K/41 (Item 41 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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11841650 SUPPLIER NUMBER: 59999828 (USE FORMAT 7 OR 9 FOR FULL TEXT)

CON-WAY Southern Express Announces Facility Move to Tyler, Texas; Company Cites Increasing Business Demand as Reason.

Business Wire, 1708

March 6, 2000

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 584 LINE COUNT: 00051

... another 12 doors to further increase our freight handling capacity," added Hickerson.

CSE's Tyler **location** will provide **next** -day **service** to more than half of Texas and to parts of Oklahoma, Arkansas, Louisiana and Mississippi.

Roy Baisden, current manager at the Longview **location** , will move to Tyler as **service** center manager. Baisden began his career in 1979 with Consolidated Freightways (CF). He moved through...

...Services, a \$1.9 billion transportation management company that provides time-definite and day-definite **freight delivery** and logistics services for commercial and industrial businesses. Within the CON-WAY family are regional less-than-truckload **carriers** Con-Way **Central** Express, Con-Way Southern Express and Con-Way Western Express; Con-Way Truckload Services, providing...

...Con-Way NOW, an expedited carrier specializing in emergency shipment service; and Con-Way Integrated **Services** , a **contract** supply chain execution **service provider** .

CON-WAY is a subsidiary of Palo Alto, California based CNF, (NYSE: CNF) a \$5...

18/3,K/42 (Item 42 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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11758787 SUPPLIER NUMBER: 56950899 (USE FORMAT 7 OR 9 FOR FULL TEXT)

EUROPEAN TRUCK INSTRUMENTATION. (Review)

Automotive Engineering International, 107, 10, 111

Oct, 1999

DOCUMENT TYPE: Review LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 2744 LINE COUNT: 00234

... additional information in the instrument display that is related to the application. Long-distance transport **trucks** have needs **different** from those used for in-city use. Vehicles **transporting** temperature-sensitive **cargo** require additional control systems, as do currency transports for security. **Transporting** of liquid **cargo** requires special support systems too.

Market differences affect the displays. Vehicles in the U.S...

Search Report from Ginger R. DeMille

...the vehicle is moving, and some when it is not. Similarly, some information concerns the **truck** itself, and some reports **status** and condition of special equipment mounted on the truck or trailer (Figure 3). A typical...

18/3,K/43 (Item 43 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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11617977 SUPPLIER NUMBER: 58355855 (USE FORMAT 7 OR 9 FOR FULL TEXT)
CON-WAY Adds Customer Specific On-Time Performance Reports To Web Site.
Business Wire, 1416
Dec 22, 1999
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 731 LINE COUNT: 00063

... Services, a subsidiary of CNF Transportation, Inc. (CNF:NYSE), announced today that it is making **service** performance reports **available** to its customers on its Internet web site. The reports will show CON-WAY's on-time **delivery** performance record and other **shipment** -level detail. This information will be based on **shipments** **moving** in CON-WAY's less-than-truckload (LTL) components: Con-Way Western Express, Con-Way...

...be a table showing 13 months of shipping activity, listing the percent of on-time **delivery** performance. Analysis of late **shipments** can be completed by "drill-down" features that will allow users to see detailed information...

...WAY's document imaging system to retrieve on-screen copies of bills of lading and **delivery** receipts related to a specific **shipment** . The number of late shipments is listed according to whether they are 1-day, 2...

...also provides registered customers with manifests listing active inbound and outbound shipments, cargo claims and **shipments** that may be at the **delivery service** center, but in an "exception" **status** , such as awaiting an appointment delivery controlled by the consignee. Other features of the web...

...Transportation Services is a \$1.8-billion company that provides time-definite and day-definite **freight delivery** services for commercial and industrial businesses. Within the CON-WAY family are regional less-than-truckload **carriers** Con-Way **Central** Express, Con-Way Southern Express and Con-Way Western Express; Con-Way Truckload Services, providing ...

...Con-Way NOW, an expedited carrier specializing in emergency shipment service; and Con-Way Integrated **Services** , a **contract** supply chain execution **service provider** .

CON-WAY is a subsidiary of Palo Alto, Calif.-based CNF Transportation Inc., (NYSE: CNF...

18/3,K/44 (Item 44 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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11579996 SUPPLIER NUMBER: 20386474 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Not just for penny pinchers: Internet telephony is gaining momentum by reducing costs. But it also may pave the way for enhanced services such

as unified messaging and fax broadcasting.

Bergman, AviHu

Telephony, v234, n2, p38(3)

Jan 12, 1998

ISSN: 0040-2656

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 1602

LINE COUNT: 00137

... and fax communications, the system should support value-added services such as unified messaging, e- **mail** to fax, guaranteed fax **delivery** and fax broadcasting.

Service providers need a system that can support high traffic volumes over...

...flexible solution for centralized or distributed network management as well as customer billing and bilateral **service provider** billing.

Another useful capability is smart routing, which helps ensure that calls are routed most cost-effectively...

...to direct transmission costs, loading status and node congestion are considered in selecting the optimal **route**.

Service providers require that messages move as quickly as possible around their networks. They also want to...

18/3,K/45 (Item 45 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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11578924 SUPPLIER NUMBER: 18122173 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Toward entrepreneurial organizations: meeting ambiguity with engagement.

Jelinek, Mariann; Litterer, Joseph A.

Entrepreneurship: Theory and Practice, v19, n3, p137(32)

Spring, 1995

ISSN: 1042-2587

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 16933

LINE COUNT: 01452

... ensure they can easily be located and taken off in the proper order for the **route**. Team Leaders review loaded truck and **route** plans before **couriers** leave the station. In addition, together with couriers, Team Leaders plan response to the "ordinary..."

...be expert in both FedEx forms and the customs documents and procedures involved in international **package delivery**. (FedEx's strategic emphasis on international shipments makes this specialized knowledge both relevant to daily...

...and important.) The International courier is the local expert, training others and providing ready information.

Another courier is the local expert on FedEx's central computer system, and will advise others in...courier whose performance of assigned tasks is satisfactory. With so many managerial activities distributed among **couriers**, the span of **control** for formal managers can be very broad. But the very words "span of control" suggest managerial practices not characteristic of Federal Express. There is little traditional **direction** or supervision of individual **couriers** by managers; instead couriers manage themselves and each other to exacting performance standards and results...

18/3,K/46 (Item 46 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

Search Report from Ginger R. DeMille

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11505618 SUPPLIER NUMBER: 57605976 (USE FORMAT 7 OR 9 FOR FULL TEXT)
British Telecommunications Selects N2H2 as Internet Filtering Service.
Business Wire, 0029
Nov 17, 1999
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 831 LINE COUNT: 00074

... to our customers."

N2H2's Internet filtering technology, part of its growing family of dynamic **communication services**, scans the Internet for content that fits into one or more of 32 categories to...

...portfolio includes: BT Internet, providing a range of Internet services; btclick.com, free Internet access **service** with no registration, fixed term **contracts** or monthly subscriptions; BT Internet PC, Internet access **package** including PC, installation, tuition, **delivery** and free weekend access; Talk21, free e-mail address service; and a wide-ranging portfolio ...

18/3,K/47 (Item 47 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

11456271 SUPPLIER NUMBER: 57045773 (USE FORMAT 7 OR 9 FOR FULL TEXT)
CoSine Communications Announces General Availability of IP Service Delivery Platform.
Business Wire, 1559
Nov 1, 1999
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 555 LINE COUNT: 00056

Company Successfully Concludes North American Beta
Trials and Begins **Shipment** of the IP Service **Delivery**
Platform to Tier-One **Carriers**

CoSine **Communications** Inc., the leading **provider** of managed IP service delivery platforms for Business IP Service Providers, announced today that the company has successfully concluded beta trials in North America and that the IP **Service** Delivery Platform is now generally **available** to Tier-One **carriers**. CoSine's platform is the first to empower Service **Providers** to deliver the greatly anticipated **next** wave of managed Internet **services** such as Virtual Private Networks (VPNs).

VPN services enable Service Providers to realize higher profits...

18/3,K/48 (Item 48 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

11295131 SUPPLIER NUMBER: 55572803 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Con-Way NOW Expands into Southwest; Staging Areas in Dallas/Fort Worth and Little Rock Added to Pickup Network.
Business Wire, 1361
August 26, 1999
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 732 LINE COUNT: 00063

... and are satellite-linked for constant communications with the

Search Report from Ginger R. DeMille

company's state-of-the-art **central** operations command **center** in Ann Arbor. Customers call the center where operations specialists determine service need, then locate and match equipment to the specific **shipment**. Once **shipment** details and **delivery** time is confirmed, the operations specialist assigns a vehicle exclusively for that customer's shipment. (Five different equipment configurations, from station wagon to tractor-trailer, are **available** to Con-Way NOW customers). Pickup information is then sent via satellite to the vehicle...

...billion transportation company based in Ann Arbor MI. that provides time-definite and day-definite **freight delivery** services for commercial and industrial businesses. Within the CON-WAY family are regional less-than-truckload **carriers** Con-Way **Central** Express, Con-Way Southern Express and Con-Way Western Express; Con-Way Truckload Services, providing ...

...Con-Way NOW, an expedited carrier specializing in emergency shipment service; and Con-Way Integrated **Services**, a **contract** supply chain execution **service provider**.

CON-WAY is a subsidiary of Palo Alto, Calif.-based CNF Transportation Inc., a \$5...

18/3,K/49 (Item 49 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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11271784 SUPPLIER NUMBER: 55473549 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Con-Way Truckload Services Receives Top Carrier Honors From Pier 1 and
Sears Logistics Services.

Business Wire, 1487

August 17, 1999

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 626 LINE COUNT: 00052

... a beat in the 1.5 million miles they covered for us in 1998. The **service** they provide in their ten **state area** is absolutely outstanding," said Coffey.

Carriers are also evaluated on other criteria including load factor but primary emphasis is on delivery...

...billion transportation company based in Ann Arbor MI. that provides time-definite and day-definite **freight delivery** services for commercial and industrial businesses. Within the CON-WAY family are regional less-than-truckload **carriers** Con-Way **Central** Express, Con-Way Southern Express and Con-Way Western Express; Con-Way Truckload Services, providing ...

...Con-Way NOW, an expedited carrier specializing in emergency shipment service; and Con-Way Integrated **Services**, a **contract** supply chain execution **service provider**.

CON-WAY is a subsidiary of Palo Alto, Calif.-based CNF Transportation Inc., a \$5...

18/3,K/50 (Item 50 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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11112004 SUPPLIER NUMBER: 54858183 (USE FORMAT 7 OR 9 FOR FULL TEXT)
/C O R R E C T I O N -- Mirapoint, Inc./.

Search Report from Ginger R. DeMille

PR Newswire, 7229

June 11, 1999

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 1017 LINE COUNT: 00091

... on Mirapoint's IP messaging server to deliver co-location and customer premise equipment email **outsourcing services** .

The M1000 is an IP messaging server appliance that provides highly reliable Internet e-mail infrastructure services, including inbound and outbound e- mail traffic, e- mail **delivery** , RAID-protected storage and e- mail client access functions. There are no artificially imposed limits to the total number of users...

...be supported by a single M1000 system.

FASTNET is currently deploying the M1000 to deliver **outsourced co-location email services** which enable customers to own and administer dedicated Mirapoint messaging servers co-located at FASTNET's data center. The M1000 is also delivering managed customer premise equipment (CPE) email **outsourcing services** that enable customers to house the Mirapoint server appliance at their own facility for security...

...the calendar year the company plans to expand these customer offerings to include e-mail **routing** , fax-over-IP **services** , and voice annotated interactive email.

"Mirapoint has done a remarkable job of taking the technical...

...is important because it doesn't lock us into a proprietary architecture. As a business **communications services provider** , we need a highly flexible messaging platform that will enable us to incorporate additional services...

...colocation and customer premise equipment strategy once again underscores the rapidly emerging market opportunity for **outsourced email services** ," said Satish Ramachandran, Mirapoint President and CEO. "More significant however, is FASTNET's decision to...

18/3,K/51 (Item 51 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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11097506 SUPPLIER NUMBER: 54805069 (USE FORMAT 7 OR 9 FOR FULL TEXT)

FASTNET Corporation Selects Mirapoint's IP Messaging Server as Core of Unified Messaging Services.

PR Newswire, 3792

June 7, 1999

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 858 LINE COUNT: 00078

... on Mirapoint's IP messaging server to deliver co-location and customer premise equipment email **outsourcing services** .

The M1000 is an IP messaging server appliance that provides highly reliable Internet e-mail infrastructure services, including inbound and outbound e- mail traffic, e- mail **delivery** , RAID-protected storage and e- mail client access functions. There are no artificially imposed limits to the total number of users...

...be supported by a single M1000 system.

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dedicated Mirapoint messaging servers co-located at FASTNET's data center. The M1000 is also delivering managed customer premise equipment (CPE) email **outsourcing services** that enable customers to house the Mirapoint server appliance at their own facility for security...

...the calendar year the company plans to expand these customer offerings to include e-mail **routing**, fax-over-IP **services**, and voice annotated interactive email.

"Mirapoint has done a remarkable job of tatking the technical...

...is important because it doesn't lock us into a proprietary architecture. As a business **communications services provider**, we need a highly flexible messaging platform that will enable us to incorporate additional services...

...colocation and customer premise equipment strategy once again. underscores the rapidly emerging market opportunity for **outsourced email services**," said Satish Ramachandran, Mirapoint President and CEO. "More significant however, is FASTNET's decision to...

18/3,K/52 (Item 52 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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10861468 SUPPLIER NUMBER: 54036229 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Leveraging the Web for corporate success. (World Wide Web)

Griffith, David A.; Palmer, Jonathan W.

Business Horizons, 42, 1, 3(8)

Jan-Feb, 1999

ISSN: 0007-6813

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 4769 LINE COUNT: 00412

... suggests that in some situations the Web can effectively serve as a strategic method of **communication** and **service**. Stronger, more effective value chains can be leveraged to establish a competitive advantage.

Issue 3...

...as well as their competitive position.

Issue 4: Optimizing business-to-business service. Offering better **service** to key business partners is **another** capability of Web-based commerce. FedEx helps its business customers monitor the progress of their **packages** and track **delivery** costs. Roadway Express (www.roadway.com) has 24-hour customer service. Through an extensive Web...

...times, calculate transit times, or rate their shipments, just to name a few of the **services available**. Roadway maintains a customer **service** e-mail representative who quickly responds to any customer concerns. Through better customer service, Roadway...

18/3,K/53 (Item 53 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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10846122 SUPPLIER NUMBER: 53974913 (USE FORMAT 7 OR 9 FOR FULL TEXT)
L.A. and Long Beach Ports' Web Boosted With New Alliance.

Business Wire, 0283

March 1, 1999

LANGUAGE: English

RECORD TYPE: Fulltext

Search Report from Ginger R. DeMille

WORD COUNT: 445 LINE COUNT: 00039

... with the ports, whether terminal operator, broker or trucker. The DISPATCH System helps speed the **delivery** of **goods** to their final destination.

"With DISPATCH, there's one place on the Internet where everyone...

...ports can be eliminated."

In open bidding held by the ports, PSR was awarded the **contract** to provide the Web-based **service** called **DISPATCH**. For a minimal fee, subscribers connect to a secure site, <http://www.laintermodal.com>, to find real-time information regarding shipment **status**, **driver** information and more.

Terminal operators and trucking concerns, as well as other entities involved with...

...could be easier. DISPATCH is a one-stop information resource for all parties involved with **moving cargo** through the Ports of L.A. and Long Beach.

The DISPATCH System has been active...

18/3,K/54 (Item 54 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

10788576 SUPPLIER NUMBER: 53680355 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Internet Access: GTE Makes Communication Easier Through Next-Generation, Enhanced Internet Services; IP Fax and Internet Call Waiting Services Available Immediately. (Company Business and Marketing)

EDGE, on & about AT&T, NA

Feb 1, 1999

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 1406 LINE COUNT: 00120

TEXT:

...GTE Corp. Tuesday announced at ComNet '99 the immediate availability of two new high-speed **communication services**, Internet Protocol (IP) Fax and Internet Call Waiting. These two new offers, the first of...

...a suite of enhanced IP services that will dramatically expand and simplify business and personal **communications**. These future **services** will include Unified Messaging IP Voice Mail, Voice-Over-IP services and Web Call Center...

...are clear evidence that GTE's investment in the Internet is paying off with real **services**, **available** today. These enhanced IP **services**, supported by a **state**-of-the-art transport facility like the GNI, positions GTE to be the **next**-generation telecommunications **provider**." "Corporations around the world understand the strategic importance of IP Telephony, and corporations are moving..."

...an industry analyst and publisher of "The Pulver Report." "This move allows a consolidation of **communication services**, improved business productivity and a reduction in transmission costs. Fax services continue to be integral..."

...strong opportunity for GTE in this market." IP Fax Available Today The first of these **next**-generation IP **services** to be **available** nationwide is GTE's IP Fax service. Targeted to businesses, ISPs, carriers, and other

service...

...functions and allows enhanced PC-to-fax, enhanced fax-to-fax, enhanced fax-to-e-mail, remote access and **delivery** status anywhere in the world to users with an Internet connection. GTE Internetworking and NetCentric...

...T.I.'s open business systems transition, we examined the options of an in-house **service**, or **outsourcing** to a **service** like GTE's IP Fax Service," said Phil Coup, Texas Instrument's Vice President, and...

18/3,K/55 (Item 55 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

10484887 SUPPLIER NUMBER: 53018210 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Deutsche Post and Global Mail Form Partnership in USA; Second Largest Postal Carrier Worldwide Enters U.S. Market.
Business Wire, 1253
Sept 21, 1998
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 1018 LINE COUNT: 00090

... private provider of international mail services in the United States is joining forces with the **second** largest mail **service** **provider** worldwide. Global Mail's tradition of customer service in combination with the technological leadership, global...

...in Europe and is planning an initial public offering in 2000.

As a diversified, international **provider** of **communications**, transport and logistic **services**, Deutsche Post offers business and private clients a full spectrum of services, ranging from letter and parcel **delivery** to electronic **mail** transmission and integrated, customer-tailored logistic solutions. To this end, Deutsche Post is implementing a major capital investment program to ensure that the most modern technology is **available** to support its customer-oriented **services**. Capital expenditures for plant and equipment rose to DM 1.9 billion (US\$1.1...

18/3,K/56 (Item 56 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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10469291 SUPPLIER NUMBER: 53017055 (USE FORMAT 7 OR 9 FOR FULL TEXT)
'Microcast Service' From InfoBeat Marks Breakthrough in Online Communications.
PR Newswire, 5985
Sept 21, 1998
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 699 LINE COUNT: 00062

... e-commerce industries.

InfoBeat is the first e-mail service provider to offer high volume **delivery** of unique e-mail messages based on specific, individualized information. In contrast with conventional bulk e-mail -- sending identical ...

...e-mail is paving the way for immediate, interactive, secure communications online," said Funk. "Our **next**-generation **service** allows

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companies to build customer retention and loyalty, drive traffic to their Web sites, drive...

18/3,K/57 (Item 57 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

09911887 SUPPLIER NUMBER: 19986978 (USE FORMAT 7 OR 9 FOR FULL TEXT)

What do customers really want?(metal service center customers) (Service Centers)

Jacobson, John E.

American Metal Market, v105, n220, p20A(1)

Nov 12, 1997

ISSN: 0002-9998

LANGUAGE: English

RECORD TYPE: Fulltext

WORD COUNT: 998

LINE COUNT: 00100

... of flat-rolled carbon steel, typically buy a minimum of 12,000 tons per year.

Another factor in choosing a **service** center is **location**, **location** and **location**. Just as in real estate, where location determines the attractiveness of a given property, the...

...service center is how close they are to that particular customer. Proximity allows for closer **communication**, more timely **delivery**, lower **freight** costs and may encourage a sense of partnership.

In three words the answer to the...

...question is availability, responsiveness and location.

But what to they want?

The answer to the **second** question, what do **service** center customers really want?, is more complex. In the course of more than 2,500 ...

18/3,K/58 (Item 58 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

09431748 SUPPLIER NUMBER: 19285624 (USE FORMAT 7 OR 9 FOR FULL TEXT)

The performance of metropolitan area industries.(paper at 'The Metropolitan Economy in the National and World Arenas' conference, Federal Reserve Bank of New York)

Drennan, Matthew P.

Federal Reserve Bank of New York Economic Policy Review, v3, n1, p49(12)

Feb, 1997

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 5944

LINE COUNT: 00740

... s output can be exported and imported. So all of manufacturing, mining, wholesale trade, and **communications**; some **transportation**; all finance, insurance, and real estate; and some services (health, education, law, and business services...

...trade (with exceptions where tourism and business travelers are important), public utilities, local transportation, some **services**, and government (except in **state** capitals and Washington, D.C.).

INDUSTRY CATEGORIES

In this paper, traded goods and services are...

...developed by Stanback and Noyelle (1983). Goods production and

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distribution include all activities of producing, **transporting**, and distributing **goods**, that is, all manufacturing, mining, wholesale trade, and rail, water, and truck transport. Producer services...

...places), personal services, repair services, social services, museums, and membership organizations. All government is the **second** part of nontraded goods and **services**. The third and smallest part of nontraded goods and services is ancillary services, which are...

18/3,K/59 (Item 59 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

09372189 SUPPLIER NUMBER: 19231507 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Family values. (Caliber Logistics touts parent firm's assets to clinch deal with Merisel Inc.) (includes related article on Merisel Inc.'s profile) (Outsourcing)

Bowman, Robert J.

Distribution, v96, n2, p54(3)

Feb, 1997

ISSN: 1066-8489

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 1261 LINE COUNT: 00105

... But a new two-year contract between Merisel Inc. and Caliber System Inc., owner of **third - party provider** Caliber Logistics, turns that notion on its head. Instead of touting its independence, Caliber Logistics ...

...of corporate sales at Caliber System. It was the parent that approached Merisel to combine **third - party** logistics management and nationwide **trucking** assets. When the deal was sealed, Caliber Logistics assumed the primary role of direct contact with the customer.

The Caliber family now has complete responsibility for Merisel's inbound **freight**, **moving** product to the customer's seven U.S. distribution centers. **Services** include LTL, small package, and **route** optimization via the logistics unit's Rite **Routing center** in Hudson, Ohio. Caliber's information and tracking system, known as ACCESS, provides shipment visibility...

18/3,K/60 (Item 60 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

09367345 SUPPLIER NUMBER: 19218450 (USE FORMAT 7 OR 9 FOR FULL TEXT)
China rules made in U.S. and China. (China's rules for tariff filing and rate regulation in the US trades)

Damas, Philip

American Shipper, v39, n2, p42(7)

Feb, 1997

ISSN: 0160-225X

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 6110 LINE COUNT: 00488

... shippers won't be disclosed.

The Chinese tariff-filing regulations require the filing, alongside the **freight** rate, of the **service's shipping route** and transit time (see rule 11 of the circular on container shipping). In the U.S., **service contracts** do not specify a line's transit times, although they sometimes mention the service frequency of the **carrier**.

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Control Of Rates. Foreign lines and governments have expressed concern over the Chinese agency's power...

18/3,K/61 (Item 61 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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09301468 SUPPLIER NUMBER: 19072050 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Freight forwarder basics: there's a whole lot of expertise available to shippers and only a few words of caution.(Supply Chain Services Directory: Contract Logistics)

Richardson, Helen

Transportation & Distribution, v38, n1, pS10(4)

Jan, 1997

ISSN: 0895-8548

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 3333 LINE COUNT: 00274

... provider offers all the bells and whistles you're looking for. For example, forwarders provide **shipment control** door-to-door. "Airlines don't have such sophisticated tracking systems," says Pickett. "Most, but not all, forwarders have on-line tracking."

One-stop **shipping**

Freight forwarders are joining other **third party providers** in the move to one-stop shopping. As shippers look to one source for all...

18/3,K/62 (Item 62 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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09085527 SUPPLIER NUMBER: 18847632 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Metasys Introduces Shipment Tracking Via Internet in ETM 4.1.

Business Wire, p11110149

Nov 11, 1996

LANGUAGE: English

RECORD TYPE: Fulltext

WORD COUNT: 676 LINE COUNT: 00065

... with a benchmarking tool for internal reporting as well as for external needs such as **contract** negotiations with **carriers**.

The Fast **Path** navigation function is a standard toolbar option. This allows users to navigate to all ETM...

...enterprises. The Metasys Enterprise Transportation Management (ETM)r product suite manages all aspects of the **shipping** process from order entry through **shipment** execution and freight payment with full EDI capabilities.

The Metasys ETM solution includes three fully...

18/3,K/63 (Item 63 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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09058740 SUPPLIER NUMBER: 18810753 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Geotek launches mobile communications network in Orlando.

Business Wire, p10301138

Oct 30, 1996

LANGUAGE: English

RECORD TYPE: Fulltext

WORD COUNT: 699 LINE COUNT: 00068

New Integrated Voice, Data and **Vehicle Location Service**
Improves Fleet **Communications**

Geotek Communications, Inc. (NASDAQ:NNM:GOTK) (Pacific:GEO), an international leader in wireless communications, today...

...operating fleets of vehicles.

Geotek's digital wireless network provides integrated voice and packet data **services** that redefine mobile **communication** and information management for local and regional fleet-based businesses. Orlando is the eighth major metropolitan area in the United States where Geotek serves transportation, limousine, **courier**, field **service** and construction **contracting** businesses seeking increased mobile workforce productivity. Geotek also operates in the South Florida **area**.

The new fully integrated mobile **service** available from Geotek combines the power of a cellular phone, two-way radio, pager, text messenger and laptop computer in one, easy to use, affordable all-digital **package**.

"We're **moving** the fleets of smaller companies into the fast lane of the Information Superhighway," said Jonathan...

18/3,K/64 (Item 64 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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09025107 SUPPLIER NUMBER: 18765992 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Emery Worldwide Launches New Daylight Flights To Meet Customer Demand For Second-Day Deliveries

PR Newswire, p1015LATU065

Oct 15, 1996

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 489 LINE COUNT: 00046

... a daylight flight from Los Angeles since 1993.

"Customers are increasingly taking advantage of our **Second -Day Service** to control costs while still maintaining 'Just-in-Time' production schedules," Kowalski said. "These new..."

...with Emery's newly established regional mini-hub system, which extends the time-definite deferred **services** available to our customers."

Emery currently operates 10 regional hubs -- in Atlanta, Charlotte, Chicago, Dallas, Dayton...

18/3,K/65 (Item 65 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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08947019 SUPPLIER NUMBER: 18637849 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Cargo partnerships. (Northwest Airlines president William Slattery speech at Las Vegas International Air Cargo Symposium) (Transcript)

Air Cargo World, v86, n8, p14(2)

August, 1996

DOCUMENT TYPE: Transcript ISSN: 0745-5100 LANGUAGE: English

RECORD TYPE: Fulltext

WORD COUNT: 1419 LINE COUNT: 00112

... our role as providing the best, most convenient, reliable and consistent linehaul - airport to airport **service** - available to the shipping industry.

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We believe the forwarder community can provide the best value to...

...We also believe that those services combined with other logistics services, like modal planning, inventory **services** and quality **control** , will serve to put the forwarder in an unassailable market position which cannot really be...

...cost express system, will make them uncompetitive in the long term with the more efficient " **contractual** integrators," or the forwarder/ **carrier** partnerships, for the **bulk** of their international **shipping** needs.

18/3,K/66 (Item 66 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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08942971 SUPPLIER NUMBER: 18660874 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Bell Atlantic NYNEX Mobile is First Company to Sign Smart Phone Service Contract

PR Newswire, p910NYTU059

Sep 10, 1996

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 853 LINE COUNT: 00075

... 10 /PRNewswire/ -- Bell Atlantic NYNEX Mobile today became the first company to sign a customer **contract** for wireless Internet/intranet access **service** by inking a deal with Walsh Messenger Service Inc., a delivery company based in Garden City Park, Long Island and serving the New York City metro **area** . Systems integration and additional customer **service** is being provided by CRM Communications, Inc., located in Great Neck, Long Island.

By using...

...to dispatch information on the company's intranet. They will also have information such as **delivery** times and **package** details that will help improve their productivity and customer service.

Beginning in October, Walsh Messenger will use Cellscape service in place of pagers -- the company's current method of **communicating** with its **couriers** , which requires a return call from a pay phone that can sometimes cause delays and...

18/3,K/67 (Item 67 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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08936089 SUPPLIER NUMBER: 18650278 (USE FORMAT 7 OR 9 FOR FULL TEXT)
US Order Introduces Revolutionary Internet-Based Service to Smart Telephone Users in All 50 States for \$7.95 a Month

PR Newswire, p906NYF027

Sep 6, 1996

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 1243 LINE COUNT: 00111

... the United States by the year 2000. Our mission is to deliver simple information and **communication services** , to these 30 million customers," Backus said.

The SmartTime Internet Service unveiled today includes an array of popular **communication** and information **services** . They are: unlimited E-mail **delivery** over the Internet; sending text messages to alphanumeric

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paggers directly from a phone keyboard; electronic...

...using the telephone," said Backus.

The SmartTime Internet Service will be marketed to consumers through **third party** device manufacturers and **service providers**. Colonial Data Technologies (Nasdaq: CDTX) is the first authorized reseller of the SmartTime Internet **Service**, which is **available** on the Intelifone and Telesmart smart telephones. Active licensing discussions are also currently underway with...

...US Order Simple Network Application Protocol (SNAP). By supporting the ADSI protocol, the SmartTime Internet **Service** will also be **available** to consumers who purchase the Northern Telecom PowerTouch 350 and the Philips P-100 smart...

18/3,K/68 (Item 68 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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08844450 SUPPLIER NUMBER: 18335139 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Rochelle Cold Storage expands, offers integrated distribution services.
Frozen Food Digest, v11, n4, p76(1)
April-May, 1996
ISSN: 0889-5902 LANGUAGE: English RECORD TYPE: Fulltext; Abstract
WORD COUNT: 718 LINE COUNT: 00064

... find at the recently expanded Rochelle Cold Storage facility - a Wiscold/TLC Group (Total Logistics **Control**) Distribution **Center**. Rochelle Cold Storage and The TLC Group's combined logistical services now offer integrated warehousing, transportation, information and various other production and value added services in one **package**. In essence - **moving freight**, storing products, consolidating **shipments**, and distributing products from a single source to receivers in the vast Midwest marketing area...

...conscious business climate are turning more and more to third parties to provide these logistical **services**. This **third party** relationship has allowed businesses to avoid large capital outlays, improve accuracy, reduce costs and improve...

...degrees) F for a variety of refrigerated products. Blast freezing, meat boxing, and other production **services** are also **available**. And the new 3.5 million cubic foot building is equipped with efficient push-back...

18/3,K/69 (Item 69 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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08743482 SUPPLIER NUMBER: 18342164 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Freight forwarder basics. (Contract Logistics)
Richardson, Helen
Transportation & Distribution, v37, n5, p80(4)
May, 1996
ISSN: 0895-8548 LANGUAGE: English RECORD TYPE: Fulltext; Abstract
WORD COUNT: 3459 LINE COUNT: 00281

... provider offers all the bells and whistles you're looking for. For example, forwarders provide **shipment control** door-to-door. "Airlines don't have such sophisticated tracking systems," says Pickett. "Most, but

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not all, forwarders have on-line tracking."

One-stop **shipping**

Freight forwarders are joining other **third party providers** in the move to one-stop shopping. As shippers look to one source for all...

18/3,K/70 (Item 70 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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08574487 SUPPLIER NUMBER: 18159439 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Mobile communications: getting a fix on your freight. (includes list of providers of mobile-communications services and equipment)

Cooke, James Aaron

Traffic Management, v35, n2, p66(4)

Feb, 1996

ISSN: 0041-0691

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 2598 LINE COUNT: 00220

... off a section of the radio spectrum designated for a new wireless technology called personal **communications services**. PCS may provide **another** alternative for freight tracking in the future.

In the meantime, the growing array of wireless...will only benefit shippers as more carriers turn to the increasingly affordable technology to keep **freight moving** on time. "It is becoming a marketing tool and an operating tool of increasing importance...

18/3,K/71 (Item 71 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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08469734 SUPPLIER NUMBER: 18007701 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Now the fun begins; carriers vie for newly opened markets. (Communications Act of 1996) (Industry Trend or Event)

Rockwell, Mark

CommunicationsWeek, n596, p1(3)

Feb 12, 1996

ISSN: 0746-8121

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 1194 LINE COUNT: 00099

... and international long distance plans.

Ameritech, Hoffman Estates, Ill., is primarily interested in providing in- **region** long distance-local **service packages**, although it is also **moving** ahead with plans to provide wireless long distance services immediately, Steve Nowick, president of Ameritech...

...long distance unit), told CommunicationsWeek.

Ameritech could also be looking for partners outside its operating **area** to provide **services**, though Nowick would not comment on that.

MCI and AT&T complained to the Illinois...

...distance carriers and is requiring users to notify it in writing if they want their **services** switched to **another** long distance **carrier**.

Minneapolis-based U S West said it hopes to capitalize on its in-region name...

18/3,K/72 (Item 72 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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08339084 SUPPLIER NUMBER: 17746968 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Fill the technology gap.
Cuthbertson, Tom
Transportation & Distribution, v36, n11, p60(2)
Nov, 1995
ISSN: 0895-8548 LANGUAGE: English RECORD TYPE: Fulltext; Abstract
WORD COUNT: 842 LINE COUNT: 00079

... communication systems to compete in the future.

The following are a sampling of information systems **available** to **carriers** to help meet shipper information requirements: * OmniTRACS mobile satellite communications systems, offered by QUALCOMM of San Diego, provides **carriers** with continuous **vehicle location** reports, **trailer** monitoring, and ongoing, two-way communications with drivers. A communications unit inside the cab transmits...

...activities.

Among the data that can be stored are shipper profiles, sales and marketing information, **contracts**, performance records and reviews, shipper **service** requirements, billing information and instructions, and records of customer contact. Lotus Notes can also import...

...to introduce more responsive management and service improvements. * Electronic data interchange (EDI) forms an electronic **communications** link between the **carrier** and the shipper to streamline information channels and permit more efficient, integrated operations. EDI also...

...from graphically to access invoices so they can readily review bills and address shipper concerns. * **Communication** technology for linking **carriers** and shippers has made significant advances. Carriers are expanding their use of voice and e-**mail** applications to increase information **delivery** speed to their customers. There are toll-free virtual voice services that allow shippers to be directed to a **carrier**'s service **center** through **area code routing** by simply establishing extensions that identify the exact **service location**.

E-mail gateways can be used for more than the exchange of text messages. New...

...mail applications. These are not overlaps to EDI; rather, they serve more as early warning **communications** to support customer **service**.

Future of technology

Five years ago, a Chemical Leaman Tank Lines (CLTL) survey asked shippers...

18/3,K/73 (Item 73 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
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08126525 SUPPLIER NUMBER: 17399135 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Con Way Central Express Opens Regional Service Centers In Bangor And Portland, Maine; Expansion Due to Increased Business Volumes From Local Shippers.
Business Wire, p9141054
Sep 14, 1995
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 419 LINE COUNT: 00043

... for regional freight service with 100 percent intra-state coverage

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and more efficient overnight and **second** -day interstate **service** throughout CCX's 25- state network, according to Gerald L. Detter, president of the regional...

...are experiencing significant growth in our business levels, which has created the need for additional **facilities** to **service** our customers in **central** and southern Maine," stated Detter. "Our expansion in Bangor and Portland will allow us to...

...second-day delivery needs of customers in Maine as well as throughout the entire CCX **region**."

The new 13-door Bangor **service** center is located at 3007 Page Road West, in Hermon, Maine, and currently employs 12...

...servicing those communities.

Located at 7 Ginn Road in Scarborough, Maine, the new 30-door **service** center for the Portland **area** currently employs nine people, including seven driver/sales representatives. The facility incorporates former CCX pick...

...Gardiner, Biddeford and Portland, Maine.

The new CCX facilities in Bangor and Portland provide direct **next** -day commercial **freight delivery service** throughout the New England **area**; south to Baltimore, Md.; and west to the state of New York. Direct two-day...

...is 800/421-4007.

Founded in 1983, Con-Way Central Express is a regional motor **carrier** specializing in **next** -day and **second** -day **service** for commercial and industrial less-than-truckload freight. Headquartered in Ann Arbor, Mich., CCX has...

18/3,K/74 (Item 74 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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08126524 SUPPLIER NUMBER: 17399133 (USE FORMAT 7 OR 9 FOR FULL TEXT)

Con-Way Central Express Opens New Campbellsville, Ky., Service Center; Facility Provides Capacity For Increased Freight Volumes In Central Kentucky.

Business Wire, p9141053

Sep 14, 1995

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 387 LINE COUNT: 00039

... freight transportation business, giving Campbellsville shippers 100 percent direct coverage in Kentucky and improved interstate **service** within CCX's entire 25- **state service** network.

Equipped with eight loading doors, CCX's new 2,000-square-foot freight processing...

...experiencing significant growth in our business levels, which has created the need for an additional **facility** to **service** our customers in **central** Kentucky," stated Gerald L. Detter, president of CCX. "Our expansion in Campbellsville will allow us...

...needs of customers throughout Campbellsville and the entire CCX region."

From Campbellsville, CCX provides direct **next** -day commercial **freight delivery service** as far north as Detroit; south to Atlanta;

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east to Wheeling, W.Va.; and west to St. Louis. Direct two-day **service** is provided for an **area** extending as far north as upper Michigan; south to Florida; east to the east coast...

...is 502/789-2897.

Founded in 1983, Con-Way Central Express is a regional motor **carrier** specializing in **next** -day and **second** -day **service** for commercial and industrial less-than-truckload freight. Headquartered in Ann Arbor, Mich., CCX has...

18/3,K/75 (Item 75 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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08081282 SUPPLIER NUMBER: 17212943 (USE FORMAT 7 OR 9 FOR FULL TEXT)
E-messaging: Octel unveils Octelink; new messaging technology connects the world; world's first 'messaging post office' network service provides simple fast, reliable messaging.

EDGE, on & about AT&T, v10, n364, p3(1)

July 17, 1995

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 2983 LINE COUNT: 00296

TEXT:

Octel **Communications** Corporation, the leading **provider** of voice and fax messaging products and services, Tuesday announced a revolutionary approach to global...

...said Bob Cohn, Octel founder, president and CEO. "With OcteLink, we are building on our **position** as the world's leading **provider** of voice mail systems and services to usher in a new era of communications, allowing...

...A Boon to Journalists and Analysts.") OCTELINK'S "VOICE INTERNET" PROVIDES 99%-PLUS RELIABILITY; MESSAGE **DELIVERY** BETTER ASSURED THAN WITH EXPRESS **MAIL** SERVICES OcteLink may be considered by some to be a "voice Internet"; however, OcteLink and...

...telecommunications network service: Octel Network Services (ONS, nee Tigon), the world's largest voice mail **service** and **outsourcing** organization. Today, ONS performs millions of messaging transactions for upwards of one million end users...

...as well as detailed reports on network usage. OCTELINK IMMEDIATELY AVAILABLE TO CUSTOMERS OcteLink is **available** immediately to large corporations and **service** providers nationwide, with pricing dependent upon level of service. The service will be gradually deployed...

18/3,K/76 (Item 76 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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07921026 SUPPLIER NUMBER: 17036424 (USE FORMAT 7 OR 9 FOR FULL TEXT)
NEW SURFACE AND AIR FREIGHT QUICK-RESPONSE COMPANY, LAUNCHED FOR TIME-CRITICAL SHIPMENTS WORLDWIDE

PR Newswire, p613NY008

June 13, 1995

LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT

WORD COUNT: 894 LINE COUNT: 00081

... company gives shippers with urgent time-critical and emergency demands the widest range of capabilities **available** in extremely responsive transportation **services** from a single source.

Quin, a 17-year veteran of the transportation industry, described the

...

...and the handling of most hazardous materials," Quin said.

-- EXPEDITE! AIR features door-to-door, **next** -flight-out **service** as well as convenient over-the-counter availability, complete domestic and international capabilities, and the...

18/3,K/77 (Item 77 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

(c)2003 The Gale Group. All rts. reserv.

07914479 SUPPLIER NUMBER: 16941167 (USE FORMAT 7 OR 9 FOR FULL TEXT)

The rush. (information searching and delivery in a rush)

De Stricker, Ulla; Nicholls, Paul; Weaver, Maggie

Searcher, v3, n5, p40(6)

May, 1995

ISSN: 1070-4795

LANGUAGE: ENGLISH

RECORD TYPE: FULLTEXT

WORD COUNT: 3740

LINE COUNT: 00290

... collection (including the Adonis CD-ROM) as well as outside sources to provide fax delivery. **Another** part of the **service** uses a central collection of digital page images to provide fax, hard copy, or electronic

...

...serials titles in all disciplines. Delivery is by fax within 24 hours or less. The **service** is **available** online, as an on-site local system, and recently also on CD-ROM. The CD...

18/3,K/78 (Item 78 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB

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07800719 SUPPLIER NUMBER: 16819476 (USE FORMAT 7 OR 9 FOR FULL TEXT)

GTE EXPANDS ITS CELLULAR PACKET DATA SERVICES TO HOUSTON; FIRST COMMERCIAL SERVICE ROLLOUT IN TEXAS

PR Newswire, p417AT021

April 17, 1995

LANGUAGE: ENGLISH

RECORD TYPE: FULLTEXT

WORD COUNT: 556

LINE COUNT: 00047

... have brought to voice communications."

"Many types of industries, such as petroleum, transportation, retail, and **package delivery** will see this service as a true competitive advantage," said Dr. C.J. Waylan, executive...

...LAN access will now have easy and affordable mobile data connectivity."

GTE's wireless data **services** are priced to support **different** usage levels. Customers pay for the service based on the amount of data sent over...

...to voice and data communications over the same network. GTE's network upgrade for CDPD **service** in the Houston **area** is provided by Hughes Network Systems. The network upgrade was completed in March and is...

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...is composed of GTE's cellular businesses (GTE Mobilnet and Contel Cellular) and GTE Telecommunication **Services**. GTE is the **second** -largest cellular **service** operator in the United States and the fourth-largest publicly owned telecommunications company in the...

18/3,K/79 (Item 79 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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07751017 SUPPLIER NUMBER: 16677457 (USE FORMAT 7 OR 9 FOR FULL TEXT)
NAVIGATO ANNOUNCES CONTRACT WITH BUDSTIKKEN FOR FMS-200 FLEET MANAGEMENT SYSTEM

PR Newswire, p0320NE018

March 20, 1995

LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT

WORD COUNT: 327 LINE COUNT: 00028

... of 1995.

According to Mr. Flemming V. Madsen, President of Navigato, the receipt of this **contract** from Denmark's premier **courier** company is an important milestone for the Company. "Navigato was awarded this contract despite heavy...

...major international suppliers, and we are now well-positioned to penetrate the European courier and **package delivery** industry," said Mr. Madsen.

Through its Navigato A/S subsidiary, Navigato International is engaged in...

...a mobile communication link such as a radio, cellular phone or satellite transceiver and provides **vehicle location**, Computer Aided **Dispatch**, parcel-and **vehicle** -tracking odometer reading, and control of other on-board functions such as refrigeration or alarms...

18/3,K/80 (Item 80 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

07704165 SUPPLIER NUMBER: 16581767 (USE FORMAT 7 OR 9 FOR FULL TEXT)
The consumer in the global market. (includes related article) (The Globalization of the Economy) (Cover Story)

Baker, Timothy H.

OECD Observer, n192, p13(3)

Feb-March, 1995

DOCUMENT TYPE: Cover Story ISSN: 0029-7054 LANGUAGE: ENGLISH

RECORD TYPE: FULLTEXT; ABSTRACT

WORD COUNT: 2589 LINE COUNT: 00214

... systems now re-cognise that they have to revitalise their services to compete for the **delivery** of international **goods**.

But the ability of both private and public companies to meet customer requirements in delivery...

...developments. As with the other areas of cross-border shopping, the regulatory framework governing delivery **services** is **another** major factor, and many advocates of international liberalisation and the free circulation of postal services...

18/3,K/81 (Item 81 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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07648096 SUPPLIER NUMBER: 15985373 (USE FORMAT 7 OR 9 FOR FULL TEXT)

UPS TO BUY LEADING SAME-DAY AIR COURIER

PR Newswire, p0104NY079

Jan 4, 1995

LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT

WORD COUNT: 531 LINE COUNT: 00044

... customers. SonicAir provides same-day delivery anywhere in the continental United States as well as **next** flight out **services** internationally. In addition, the company maintains inventory for customers in its 68 warehouses. From these warehouses, SonicAir can provide **next** flight out **service**, and local deliveries within as little as one hour for critical parts replacement.

As a result of the acquisition, UPS plans to make same-day delivery and other logistics **services available** to its customers through SonicAir 24 hours a day, 365 days a year, later this...

...Alden, UPS senior vice president of Business Development. "Companies are demanding more options from their **carriers** to help them **control** inventory and manage their distribution operations. We want UPS to be the carrier they turn...

...the earliest, guaranteed next-day delivery time in the express industry. UPS Early A.M. **service** provides **next** -day delivery by 8:30 a.m. to major markets in the U.S. UPS will now provide its 1.3 million customer base access to SonicAir's same-day **delivery** services, becoming the first integrated **package** carrier to make such a nationwide service offering.

"It is evident that reliable, **next** flight out delivery **service** is becoming increasingly critical to many of our customers. The purchase of SonicAir allows UPS...

18/3,K/82 (Item 82 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2003 The Gale Group. All rts. reserv.

07558247 SUPPLIER NUMBER: 16354198 (USE FORMAT 7 OR 9 FOR FULL TEXT)

More value-added service is the key. (Special Report:

Warehousing/Distribution)

Frozen Food Age, v43, n3, pS53(2)

Oct, 1994

ISSN: 0016-2191 LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT

WORD COUNT: 958 LINE COUNT: 00077

... it down by warehousing or transportation, while others want one company to act as a **third - party** logistics **provider** and handle everything for them.

"We want to provide customers with more services whether we...

...bulk warehousing will always be an important part of the PRW business. "But the more **services** you provide, the better **position** you're in during lean times."

One service launched about four months ago is pre...

18/3,K/83 (Item 83 from file: 148)

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DIALOG(R)File 148:Gale Group Trade & Industry DB
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07315196 SUPPLIER NUMBER: 15517673 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Wireless world: lowest entry price ever for 2-way wireless messaging:

RadioMail, RAM & WTI introduce special program.

EDGE, on & about AT&T, v9, n306, p10(1)

June 6, 1994

LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT

WORD COUNT: 815 LINE COUNT: 00071

... business venture between BellSouth and RAM Broadcasting Corporation, is a leader in providing wireless data **communications services**. RAM's coverage includes more than 90 percent of the U.S. urban business locations...

...provides technology solutions to education, government and large and small businesses. InteLogistics provides intracompany and **third - party** logistics and customer **services**.

RadioMail Corporation, headquartered in San Mateo, Calif., operates RadioMail, a two-way wireless messaging and information service for individuals and workgroups. RadioMail provides interactive electronic message exchange and wireless fax **delivery**, with seamless connectivity to public **mail** systems such as MCI Mail, Prodigy and CompuServe; to corporate LAN e-mail systems such...

...to national and regional paging networks and access to NewsFactory, a real-time wireless news **service**. Development tools are **available** to enable independent software vendors and systems integrators to create wireless applications using RadioMail transport...

18/3,K/84 (Item 84 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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07303372 SUPPLIER NUMBER: 16108612 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Big air-express carriers launch new services. (International Shipping)

Gooley, Toby B.

Traffic Management, v33, n6, p54A(1)

June, 1994

ISSN: 0041-0691 LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT; ABSTRACT

WORD COUNT: 365 LINE COUNT: 00030

... previously offered only inbound service to those countries.

* United Parcel Service now guarantees on-time **delivery** of **packages** from the United States to 46 foreign countries, including destinations in Central and South America...

...of those countries. The time guarantees vary, depending on the point of origin and the **delivery** destination. If a **shipment** arrives late, UPS will either refund the freight charges or apply a credit to the customer's account. To determine the time guarantee for any **route**, call UPS's International Customer **Service** Center at (800) 782-7892.

* TNT Express Worldwide has formed an international third-party logistics...

...year that it will invest approximately \$500 million over the next five years in new **facilities**, vehicles, and **communications** technology throughout Asia Pacific. The express courier uses its own aircraft for U.S. **service**, but **contracts** out to other **carriers** for international

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flights. DHL does, however, operate its own package-handling facilities at major airports...

18/3,K/85 (Item 85 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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07249061 SUPPLIER NUMBER: 15218867 (USE FORMAT 7 OR 9 FOR FULL TEXT)
C.H. ROBINSON DISPATCHES EXCLUSIVE TELECOM CONTRACT TO MCI
PR Newswire, p0510LA005
May 10, 1994
LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT
WORD COUNT: 773 LINE COUNT: 00067

... third- party logistics organization, the company handles every phase of cargo transportation through thousands of **contracts** with **trucking** companies, rail **carriers** , air cargo companies and marine freighters.

This structure requires intense voice and data **communications** to take **shipping** orders from customers, to **route** **shipments** with **carriers** and finally to track the progress and **delivery** of **cargo** across the country and around the world.

"The telephone is an essential business tool for...

...of-the-art networks. With 1993 revenue of nearly \$12 billion, the company is the **second** largest long distance **provider** in the United States and has more than 65 overseas offices in 60 countries and...

18/3,K/86 (Item 86 from file: 148)

DIALOG(R)File 148:Gale Group Trade & Industry DB
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06809478 SUPPLIER NUMBER: 14388621 (USE FORMAT 7 OR 9 FOR FULL TEXT)
A transportation transformation. (focus on transportation in Guangdong province, China, includes related article on rail project)
China Business Review, v20, n4, p24(6)
July-August, 1993
ISSN: 0163-7169 LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT; ABSTRACT
WORD COUNT: 3393 LINE COUNT: 00278

... channels or the water depth alongside ship berths.

The major seaports in Guangdong Province provide **different** types of freight and passenger **services** . Huangpu and Zhanjiang ports serve both international trade and domestic coastal shipping routes. Huangpu Port...

...most of South China. Zhanjiang Port serves the southwestern provinces. Guangzhou Port serves the Guangzhou **region** and provides transfer **services** for inland water freight on the tributaries of the Pearl River. The smaller ports mostly...

...Bureau is the major supplier of coastal shipping services. Both operate under the Ministry of **Communications** . Foreign **shipping** companies also serve the ocean ports. Competition among public carriers in the ocean and coastal...

...of Guangdong's ports and outmoded vessel designs have prevented full exploitation of good coastal **shipping** conditions. The problems in **freight** service are manifested by the long average waiting times for

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? show files

File 9:Business & Industry(R) Jul/1994-2003/Sep 23
 (c) 2003 Resp. DB Svcs.
 File 20:Dialog Global Reporter 1997-2003/Sep 24
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 File 476:Financial Times Fulltext 1982-2003/Sep 24
 (c) 2003 Financial Times Ltd
 File 610:Business Wire 1999-2003/Sep 24
 (c) 2003 Business Wire.
 File 613:PR Newswire 1999-2003/Sep 24
 (c) 2003 PR Newswire Association Inc
 File 634:San Jose Mercury Jun 1985-2003/Sep 23
 (c) 2003 San Jose Mercury News
 File 636:Gale Group Newsletter DB(TM) 1987-2003/Sep 23
 (c) 2003 The Gale Group
 File 810:Business Wire 1986-1999/Feb 28
 (c) 1999 Business Wire
 File 813:PR Newswire 1987-1999/Apr 30
 (c) 1999 PR Newswire Association Inc

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Set	Items	Description
S1	108462	(TRANSPORTING OR SHIPPING OR MOVING OR DELIVERY) (5N) (GOODS OR FREIGHT OR AIRFREIGHT OR SHIPMENT? ? OR CARGO?? OR MATERIALS OR PACKAGE? ? OR MAIL OR PARTICLES OR BULK OR CRATE? ?)
S2	90623	(CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? OR VEHICLE) (5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION)
S3	97019	(CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? OR VEHICLE OR TRAILER? OR DRIVER?) (5N) (ROUTE - OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S4	708527	(TRAIN OR SERVICE? OR PROVIDER? OR DELIVERER OR COURIER? OR CAR OR BIKE? OR TRAILER? OR DRIVER?) (5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION)
S5	352412	(TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?) (5N) (ROUTE OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S6	66427	(SHIPPING OR DELIVERY OR TRANSPORTATION OR TRANSPORTING OR SHIPMENT OR DELIVERY) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR - CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S7	78249	(CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? ? OR VEHICLE) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S8	647135	(TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S9	20978	(S6:S8) (3N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S10	328433	(DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING) (5N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S11	194071	(ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD() PARTY OR OUTSOURC? OR OUT() SOURC? OR CONTRACT?) (5N) (CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? OR VEHICLE)
S12	4204008	WIRELESS OR GPS OR HANDHELD OR HAND() HELD OR GLOBAL OR SATELLITE?
S13	26225	(TRACK? OR CHECK? OR DETERMIN? OR TRACE? OR TRACING) (3N) (STATUS)
S14	840348	(OUTSOURC? OR OUT() SOURC? OR CONTRACTOR? ? OR CONTRACT() (P-

Search Report from Ginger R. DeMille

ROVIDER OR OUT))
S15 871691 (ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD()PARTY OR
OUTSOURC? OR OUT()SOURC? OR CONTRACT?) (5N) (TRAIN OR SERVICE? -
OR PROVIDER? OR DELIVERER OR COURIER? OR CAR OR BIKE? OR TRAI-
LER? OR DRIVER?)
S16 180 S1(3S) (S2:S5) (3S) (S6:S10) (3S) (S11 OR S15)
S17 163 S16 NOT PY>2002
S18 125 RD (unique items)
? t18/3,k/all

18/3,K/1 (Item 1 from file: 9)
DIALOG(R)File 9:Business & Industry(R)
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3498895 Supplier Number: 03498895 (USE FORMAT 7 OR 9 FOR FULLTEXT)
**Asia/Pacific region: high-tech electronics firms and logistics providers
are working closely together to maximize global supply chain efficiency.
(global review)**

Plants Sites & Parks, v 29, n 3, p 49(6)
July 2002
DOCUMENT TYPE: Journal ISSN: 0191-2933 (United States)
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 1948

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:
...Taipei's Chiang Kaishek International Airport. In an effort to improve
its customer service, Applied **Materials** plans to offer **delivery** of
critical spare components in less than 24 hours to all of its customers in
...

...not required to subcontract facility management to Taiwanese
quasi-government agencies."
Although in a somewhat **different** industry, **another** logistics **provider**
planning a logistics center in Taiwan is Ryder System Inc., a provider of
logistics, supply...

18/3,K/2 (Item 2 from file: 9)
DIALOG(R)File 9:Business & Industry(R)
(c) 2003 Resp. DB Svcs. All rts. reserv.

2327888 Supplier Number: 02327888 (USE FORMAT 7 OR 9 FOR FULLTEXT)
**How Schneider Logistics Grows By Using More Than 900 Carrier-Partners
(Schneider Logistics Inc (SLI) subsidiary manages transportation of \$1 bil
worth of freight for a variety of clients)**
Commercial Carrier Journal, v 155, n 11, p 62+
November 1998
DOCUMENT TYPE: Journal; Company Overview ISSN: 0734-1423 (United States)
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 2765

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:
...turning 95% of the freight it's responsible for over to its more than
900 **contract carriers**, while just 5% of that freight is transported on
Schneider National's 13,000 tractors...

...Schneider National was the first fleet to use Qualcomm's OmniTRACS two-way, satellite-based **communications** and **vehicle location** system 10 years ago.

SLI prefers that **contract carriers** have a mobile **communications** system installed on their trucks, but some of them still use a phone to transmit **shipment** pickup and **delivery** information.

A significant impact on trucking

The impact SLI and the other North American logistics...

18/3,K/3 (Item 3 from file: 9)

DIALOG(R)File 9:Business & Industry(R)
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1870435 Supplier Number: 01870435 (USE FORMAT 7 OR 9 FOR FULLTEXT)

AT&T Offers Messaging Service

(AT&T Wireless Services offers new way to send messages to AT&T Digital PCS customers)

Wireless Week, p 2

June 16, 1997

DOCUMENT TYPE: Journal ISSN: 1085-0473 (United States)

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 327

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...it directly to a handset or pager.

AT&T Wireless provides two options for message **delivery** : via standard e-mail applications or through a form on the company's Web site. Because the messaging service...

...recipient has AT&T service with messaging capability and remains within AT&T Wireless' coverage **area** .

Although the **service** now is only **available** to Digital PCS subscribers, the company said it will extend the e-mail and Web...

...capabilities to Pocket-Net and alphanumeric paging customers later this summer.

No longer is a **third -party dispatch service** required to transmit text messages, said Ken Woo, spokesman for the Kirkland, Wash.-based company...

18/3,K/4 (Item 4 from file: 9)

DIALOG(R)File 9:Business & Industry(R)
(c) 2003 Resp. DB Svcs. All rts. reserv.

1780418 Supplier Number: 01780418 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Family Values

(A new 2-yr contract between Merisel Inc and Caliber System Inc, owner of Caliber Logistics, has been signed)

Distribution, v 96, n 2, p 54+

February 1997

DOCUMENT TYPE: Journal ISSN: 1057-9710 (United States)

LANGUAGE: English RECORD TYPE: Fulltext

Search Report from Ginger R. DeMille

WORD COUNT: 1149

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...of corporate sales at Caliber System. It was the parent that approached Merisel to combine **third - party** logistics management and nationwide **trucking** assets. When the deal was sealed, Caliber Logistics assumed the primary role of direct contact...

...the customer.

photo omitted

The Caliber family now has complete responsibility for Merisel's inbound **freight**, **moving** product to the customer's seven U.S. distribution centers. **Services** include LTL, small package, and **route** optimization via the logistics unit's Rite **Routing center** in Hudson, Ohio. Caliber's information and tracking system, known as ACCESS, provides shipment visibility...

18/3,K/5 (Item 5 from file: 9)

DIALOG(R)File 9:Business & Industry(R)

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1676706 Supplier Number: 01676706 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Cargo insurers look to boost services in competitive market

(Cargo insurers expect to remain competitive by providing enhanced services and better underwriting)

Journal of Commerce, v 410, n 28,855, p 1C+

November 21, 1996

DOCUMENT TYPE: Journal ISSN: 0361-5561 (United States)

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 1549

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...is towards bringing more of our other products to bear for our customers."

"Certainly the **area** of **service** has always been crucial to us," says American International Marine Agency's Mr. French. "Forty...

...seen as a way of surviving. We pioneered and prototyped a front-end ocean marine **cargo delivery** system in southeast Asia, and we're now seeing similar systems in the works from...

...on premiums, losses and recoveries on-line."

A growing risk management sophistication among buyers is **another** good sign for **service**-intensive cargo insurers. "I'm seeing an increasing number of sophisticated buyers who are looking...

18/3,K/6 (Item 6 from file: 9)

DIALOG(R)File 9:Business & Industry(R)

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1605545 Supplier Number: 01605545 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Search Report from Ginger R. DeMille

? show files

File 13:BAMP 2003/Sep W2

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File 75:TGG Management Contents(R) 86-2003/Sep W2

(c) 2003 The Gale Group

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Set	Items	Description
S1	5831	(TRANSPORTING OR SHIPPING OR MOVING OR DELIVERY) (5N) (GOODS OR FREIGHT OR AIRFREIGHT OR SHIPMENT? ? OR CARGO?? OR MATERIALS OR PACKAGE? ? OR MAIL OR PARTICLES OR BULK OR CRATE? ?)
S2	2356	(CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? OR VEHICLE) (5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION)
S3	2484	(CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? OR VEHICLE OR TRAILER? OR DRIVER?) (5N) (ROUTE - OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S4	16390	(TRAIN OR SERVICE? OR PROVIDER? OR DELIVERER OR COURIER? OR CAR OR BIKE? OR TRAILER? OR DRIVER?) (5N) (AVAILABLE? OR AVAILABILITY OR STATUS OR STATE OR POSITION)
S5	8802	(TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?) (5N) (ROUTE OR PATH OR DIRECTION OR LOCATION OR REGION OR AREA)
S6	2403	(SHIPPING OR DELIVERY OR TRANSPORTATION OR TRANSPORTING OR SHIPMENT OR DELIVERY) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR - CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S7	2081	(CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? ? OR VEHICLE) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S8	11083	(TRAIN OR SERVICE? ? OR PROVIDER? ? OR DELIVERER OR COURIER? ? OR CAR OR BIKE? ?) (3N) (DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING)
S9	510	(S6:S8) (3N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S10	10151	(DESPATCH OR CENTRAL OR DISPATCH OR CONTROL OR COMMUNICATION? ? OR COMMUNICATING OR ROUTING) (5N) (CENTER? ? OR CENTRE? ? OR FACILITY OR FACILITIES OR DEPARTMENT? ? OR HUB)
S11	5426	(ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD() PARTY OR OUTSOURC? OR OUT() SOURC? OR CONTRACT?) (5N) (CARRIER? ? OR SHIP OR BOAT OR AIRPLANE OR SHIPS OR BUS OR BUSES OR TRUCK? OR VEHICLE)
S12	68123	WIRELESS OR GPS OR HANDHELD OR HAND() HELD OR GLOBAL OR SATELLITE?
S13	2547	(TRACK? OR CHECK? OR DETERMIN? OR TRACE? OR TRACING) (3N) (STATUS)
S14	30571	(OUTSOURC? OR OUT() SOURC? OR CONTRACTOR? ? OR CONTRACT() (PROVIDER OR OUT))
S15	31389	(ANOTHER OR SECOND OR DIFFERENT OR NEXT OR THIRD() PARTY OR OUTSOURC? OR OUT() SOURC? OR CONTRACT?) (5N) (TRAIN OR SERVICE? - OR PROVIDER? OR DELIVERER OR COURIER? OR CAR OR BIKE? OR TRAILER? OR DRIVER?)
S16	24	S1(3S) (S2:S5) (3S) (S6:S10) (3S) (S11 OR S15)
S17	23	S16 NOT PY>2002
S18	23	RD S17 (unique items)

? t18/3,k/all

18/3,K/1 (Item 1 from file: 13)

DIALOG(R)File 13:BAMP

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Search Report from Ginger R. DeMille

1310652 Supplier Number: 03726073 (USE FORMAT 7 OR 9 FOR FULLTEXT)
The three tech essentials for the next big fix: taking control of inbound international freight will trim costs and improve service. But you need the right technology to do it. (technology).

Transportation & Distribution, v 43, n 12, p 45
December 2002

DOCUMENT TYPE: Journal ISSN: 0895-8548 (United States)
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 1526

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...move from suppliers to Tesco DCs.

3. Then, GC3 communicates shipment information to Tesco's **carrier** base. When suppliers enter **status** updates online indicating orders are ready for **shipping**, GC3 sends triggers to **freight** forwarders to make bookings. At the same time, the system sends updates to buyers indicating ...
...enter their appointments into the online system.

5. When carriers pick up shipments from suppliers, **carriers** send **another** update to the GC3 system (manually or electronically). If that information doesn't match planned...

18/3,K/2 (Item 2 from file: 13)

DIALOG(R)File 13:BAMP

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1269408 Supplier Number: 03508967 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Striking a balance. (Global Supply Chain)

(balancing efforts to protect world from terrorism while not upturning global trade and supply chain flow discussed)

Article Author(s): Zuckerman, Amy

World Trade, v 15, n 9, p 18(1)

September 2002

DOCUMENT TYPE: Journal ISSN: 1054-8637 (United States)

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 618

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...embedded, In the event of tampering, a radio frequency signal alert is sent to a **central communication center**.

Currently the DOT and **Department** of Defense are exploring marrying two pilot programs to ensure container security. They would combine...

...through massive, intensive personnel background checks may also have to become common practice for manufacturers, **carriers**, shippers and **third-party** logistics companies worldwide. When you look at security from a personnel standpoint, experts like Susan...

18/3,K/3 (Item 3 from file: 13)

DIALOG(R)File 13:BAMP

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1266496 Supplier Number: 03478818 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Asia/Pacific region: high-tech electronics firms and logistics providers are working closely together to maximize global supply chain efficiency. (global review)

Article Author(s): Coia, Anthony
Plants Sites & Parks, v 29, n 3, p 49(6)
July 2002
DOCUMENT TYPE: Journal ISSN: 0191-2933 (United States)
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 1948

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...Taipei's Chiang Kaishek International Airport. In an effort to improve its customer service, Applied **Materials** plans to offer **delivery** of critical spare components in less than 24 hours to all of its customers in ...

...not required to subcontract facility management to Taiwanese quasi-government agencies."

Although in a somewhat **different** industry, **another** logistics **provider** planning a logistics center in Taiwan is Ryder System Inc., a provider of logistics, supply...

18/3,K/4 (Item 4 from file: 13)
DIALOG(R)File 13:BAMP
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1261544 Supplier Number: 03436563 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Technological innovation and the trucking industry: information revolution and the effect on the work process.

Article Author(s): Belzer, Michael H
Journal of Labor Research, v 23, n 3, p 375(21)
Summer 2002
DOCUMENT TYPE: Journal ISSN: 0195-3613 (United States)
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 10215

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...need for drivers. Called "Promote-Chauffeur," virtual "tow-bar" technology removes the need for a **second driver** in a two: **truck** convoy. "Platooning" would link multiple tow-bars to make it possible for one driver to...in recent years. Much like the computers assisting in the operation of automobiles, computers now **control truck** fuel usage and operational efficiency and record truck speeds, engine heat, engine oil characteristics, transmission...
...developed by carriers with the highest cost per shipment and the greatest labor intensity: the **package delivery** sector. Carriers such as United Parcel Service and Federal Express specialize in small shipments that...

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...like the belly of an airplane, filling them with loose freight destined for the same **location** before loading the containers into **truck** trailers or airplanes.

Both UPS and FedEx have adopted state-of-the-art information technologies ...

...terminal by late afternoon or early evening. At the terminal dock workers unload the trailer, **moving** each **shipment** onto an outbound trailer along with other shipments headed to the same destination. During the night, a road driver pulls that **trailer** to a terminal in **another** city and dock workers again unload that **trailer** and load it on **another trailer** for local delivery. The P&D driver delivers it to the consignee (typically in the...

18/3,K/5 (Item 5 from file: 13)

DIALOG(R) File 13:BAMP

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1250965 Supplier Number: 03332752 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Inbound freight: often a missed opportunity: when it comes to inbound freight management, many companies are missing the mark. They are failing to pay adequate attention to this crucial connection between themselves and their suppliers. By doing so, these companies risk leaving a significant amount of money on the table. (Transportation)

(importance of inbound freight in supply chain management)

Article Author(s): Ampuja, Jack; Pucci, Ray

Supply Chain Management Review, v 6, n 2, p 50(8)

March 2002

DOCUMENT TYPE: Journal (United States)

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 5749

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...be better equipped to find the best overall solution.

The Routing Challenge: Vendor Compliance

Clearly **communicating** the proper **carrier routing** for a product is not just an internal challenge but an external one as well. There are various methods of **communicating** inbound **carrier** routings to suppliers. The most basic is to issue a hard copy set of blanket...made on the same day to the same destination should be shipped on a consolidated **shipping** document for **freight** and receiving efficiency.

Given the problems with these methods of **communicating shipping** instructions, companies may prefer to establish an "inbound **routing center** " for vendors to contact on a transactional basis. The center could be operated either internally or through a **third - party** logistics **provider** , and it could either be manned or on the Web. If the company decides to have a Web-based **routing center** , it can either host the site internally or use service **providers** that specialize in hosting Internet " **route guides**." The benefit of a Web-based guide is the potential for current information, which...

18/3,K/6 (Item 6 from file: 13)

DIALOG(R) File 13:BAMP

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1201873 Supplier Number: 02828685 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Move Over, JIT

(Because of the advancements in just-in-time delivery, manufacturers and other supply chain players are teaming together for better communication and efficiency)

Article Author(s): Sowinski, Lara L

World Trade, v 14, n 4, p N/A

April 2001

DOCUMENT TYPE: Journal ISSN: 1054-8637 (United States)

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 1468

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...seems, no matter when, how, and where a customer needs product delivered, there's a **service available** to meet their needs.

Anything You Want, You Got It

Con-Way Transportation Services introduced its Con-Way NOW (www.conwaynow.com) expedited **services** nearly five years ago. " **Next** day and second day were not enough. Customers needed expedited services," explains Ed Conaway, president...

...s air network for linehaul. The customer gets time specific, to the minute, pickup and **delivery** on an air **freight** product with proactive **communications** on exceptions."

Expedited **services** have also helped more than one customer out of a jam. "When an auto manufacturer..."

18/3,K/7 (Item 7 from file: 13)

DIALOG(R)File 13:BAMP

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1196511 Supplier Number: 02757506 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Some Exchanges Lack Depth but Future Looks Promising

(The main ability of transportation exchanges is in acquiring capacity in the spot market on short notice)

Transportation & Distribution, v 42, n 1, p 42-54

January 2001

DOCUMENT TYPE: Journal ISSN: 0895-8548 (United States)

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 2010

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...focus is on shipments weighing more than 150 pounds or LTL shipments; also handles full **truckload** ; provides **status** updates
Freightquote.com allows shipper to rate **shipments** ; view **shipping** options; get quotes; schedule; confirm pickup; track shipments; and get run reports
FreightWise offers up...

Search Report from Ginger R. DeMille

...hookup.com 24/7 auction for trucks; equipment/dealer searches; secure financing; relocate equipment; inspection **services**

LeanLogistics a **communication** process with common reference for all real-time load

Logistics.com optimization-based transportation procurement system; load consolidation and **route** selection; real-time **carrier** selection system; heuristic-based load consolidation tool; spot quote requests; real-time yield management and forecasting

Lship.com full range of Internet and data **communication services**

MaterialNetwork.com auction for the material handling industry

myCustoms services allow companies to automate cross...

...real-time access to integrated help facilities and customer support

nPassage streamlines process of booking, **shipping** and tracking **freight** ; allows users to streamline their operations and cut transportation transaction costs by 50%; commercial neutral...

...chain from production through delivery; transport management and supply chain management ASPs offered

Rightfreight shipper **services** include automated booking; **contract** management; shipping documents; exception notification in which the sipper defined his own business rules; export...

...ASP offering available soon

ShipLogix electronic: request for quotes, routing guide, load tender/acceptance, shipment **status** , cost/ **service** options, mode/ **shipment** optimization, **delivery** appointment scheduler, invoicing, ad hoc reporting; links to partners

SupplyLinks neutral ASP; solutions include optimizing fulfillment landed costs and **transportation routing** ; tracking & tracing capabilities; **service** provider ratings

Tradiant secure e-commerce 24/7; tracking & tracing; reports; booking/documentation; forecast/allocation; contract management; collaborative networks

Transplace.com (plans to include LTL, **package** & parcel, air, cartage and home **delivery**); complete spectrum of transportation logistics solutions for shippers and carriers

Transportation.com load matching; shipment...

18/3,K/8 (Item 8 from file: 13)
DIALOG(R)File 13:BAMP
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Search Report from Ginger R. DeMille

1195755 Supplier Number: 02745945 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Most U.S. buyers pursue e-procurement

(A survey finds that 69% of purchasing organizations are actively pursuing e-procurement for several reasons, including lower overhead costs and improved communication with suppliers)

Article Author(s): Smock, Doug

Manufacturing Systems Supply Chain Yearbook, p 70-74
2001

DOCUMENT TYPE: Journal; Survey ISSN: 0748-948X (United States)

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 2157

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...to see in the e-procurement arena two yrs from now. Answers include:

- * An MRO **next -day delivery provider** .
- * Ability to offer **available freight - truckload** and less-than-**truckload** and have the carriers and subcontractors bid on it.
- * Full supply chain capabilities, from quotation stage through **shipment routing** , rating, and receipt.
- * More standards to make data exchange easier.
- * Catalogs with ready capability to

18/3,K/9 (Item 9 from file: 13)

DIALOG(R)File 13:BAMP

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1184056 Supplier Number: 02609086 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Net paves way for strategic buying

(7 in 10 purchasing executives responding to a survey say their companies are now pursuing electronic procurement; other survey findings discussed)

Article Author(s): Smock, Doug

Purchasing, v 129, n 5, p S6-S13

September 21, 2000

DOCUMENT TYPE: Journal; Survey ISSN: 0033-4448 (United States)

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 2230

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...to see in the e-procurement arena two years from now. Answers include:

- * An MRO **next -day delivery provider** .
- * Ability to offer **available freight -- truckload** and less-than-**truckload** --and have the carriers and subcontractors bid on it.
- * Full supply chain capabilities, from quotation stage through **shipment routing** , rating and receipt.
- * More standards to make data exchange easier.
- * Catalogs with ready capability to...

18/3,K/10 (Item 10 from file: 13)
DIALOG(R)File 13:BAMP
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1173387 Supplier Number: 02526569 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Voice Portals: Building A Network You Can Talk To
(Voice portals offer access to Web information, plus voice-commerce transactions, service personalization and location-specific targeted advertising; user interface should be easy for casual user; customization of technology is also important)
Article Author(s): Turner, Brough
Communications Solutions, v 5, n 7, p 60-62
July 2000
DOCUMENT TYPE: Journal ISSN: 1093-8176 (United States)
LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 1627

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...number and spoken commands.

Besides access to Web information, typical portals offer voice-commerce transactions, **service** personalization, **location** -specific targeted advertising, secure voiceprint verification, and general information **delivery** via voice, WAP, fax, e-mail, and text paging. The big payoff is in widespread consumer adoption, but many companies are also targeting third-party developers and corporate voice portals that handle internal employee **communications** or external customer **service**. Think of this as **next** -generation IVR. Investment money is pouring into such companies, each with a slightly different spin...

18/3,K/11 (Item 11 from file: 13)
DIALOG(R)File 13:BAMP
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1151827 Supplier Number: 02314707 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Who's Minding the Online Shop?
(When developing an online retail store, it is important to focus on customer service, including such things as providing an instant messaging chat function or providing responsive e-mail)
Article Author(s): Levy, Renan; Nilson, Scott
Target Marketing, v 22, n 10, p 192-194
October 1999
DOCUMENT TYPE: Journal ISSN: 0889-5333 (United States)
LANGUAGE: English RECORD TYPE: Fulltext; Abstract
WORD COUNT: 1261

ABSTRACT:

...wrinkles. Today, companies can let their site visitors place a Web call into a customer **service center**. Another viable alternative to encourage **communication** with visitors is Web call-back. Article includes results of recent studies that confirm the...

18/3,K/12 (Item 12 from file: 13)
DIALOG(R)File 13:BAMP

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1128055 Supplier Number: 02041672 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Air Cargo Ground Handlers: Is Anybody Looking?
(Air cargo ground handlers in Europe developed in an anti-competitive, highly regulated era, where one firm serviced all aircraft landing at an airport, which may have owned a stake in the division; in US, each airline has its own cargo handlers, and the service became a niche market; discusses quality and security)
Article Author(s): Schwartz, Beth M
Transportation & Distribution, v 40, n 5, p 51,54,56
May 1999
DOCUMENT TYPE: Journal ISSN: 0895-8548 (United States)
LANGUAGE: English RECORD TYPE: Fulltext; Abstract
WORD COUNT: 1817

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...handling companies often find themselves squeezed into a tight space between freight forwarders and the **carriers** themselves, a **position** which poses its own challenges. Even when issues of cargo loss and damage come to...
...the equivalent of being an employee of an airline. Even though a carrier purchases their **services** under a separate ground handling **contract**, they generally will fall within the scope of protections in the air waybill."

Pezold explains...

18/3,K/13 (Item 13 from file: 13)
DIALOG(R)File 13:BAMP
(c) 2003 Resp. DB Svcs. All rts. reserv.

1108954 Supplier Number: 01823398 (USE FORMAT 7 OR 9 FOR FULLTEXT)
US: Independent Contractors And The National Labor Relations Act
(In order to enjoy the economic advantaged afforded by their use, companies need to establish defensible and appropriate relationships with independent contractors)
Mondaq Business Briefing - Morgan, Lewis & Bockius, US, p N/A
January 13, 1999
DOCUMENT TYPE: Report
LANGUAGE: English RECORD TYPE: Fulltext; Abstract
WORD COUNT: 1737

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...Board found that a worker was an independent contractor only if the individual retained substantial **control** over the **services** he or she provided, and bore proprietary risks associated with running an independent business.

Two...

...were independent contractors, while owner/operators working for Roadway were not. Roadway operates a nationwide **package** pickup and **delivery** system of over 5,000 drivers working out of over 300 terminals.

The issue in...

Search Report from Ginger R. DeMille

...a class of drivers at Roadway's Ontario, California and Pomona, California terminals were independent **contractors** . The **drivers** made package deliveries in a primary **service area** and could not refuse to pick up or deliver in that **area** . While on their routes, the **drivers** had to use a scanner to feed tracking data about their work into an onboard ...

...the information to Roadway's central computer. Roadway could, however, transfer overflow work from one **driver** 's primary **service area** to other **drivers** to pick up and deliver as part of Roadway's "flex program". Examining the terminal...

18/3,K/14 (Item 14 from file: 13)

DIALOG(R)File 13:BAMP

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1107777 Supplier Number: 01797525 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Fulfillment Performance Standards What's Realistic, What's Not

(Setting fulfillment performance standards is important in contracts between publishers and service bureaus or an in-house operation; nationwide tracking service is one way to measure performance)

Article Author(s): Darko, Kendra L

CM/Circulation Management, p 44-46

January 1999

DOCUMENT TYPE: Journal ISSN: 0888-8191 (United States)

LANGUAGE: English RECORD TYPE: Fulltext; Abstract

WORD COUNT: 2482

(USE FORMAT 7 OR 9 FOR FULLTEXT)

ABSTRACT:

Contractual service standards offer a fair gauge for both publishers and fulfillment operations and should improve the...

...the use of a nationwide tracking service, which puts calls for orders then monitors promotional **materials** , issue **delivery** and cashing times. Also an effective means to enforce **service** standards and enhancing **communications** between the vendor and the publisher is the use of discounts (penalties) and incentives. According to an expert, discounts become very important if a lag in one **service area** raises the costs in **another** area, such as causing an increase in customer service costs. Finally, publishers can ensure that...

TEXT:

...the client is large enough. Discounts can be particularly important if a lag in one **service area** increases costs in **another** , such as causing a jump in customer service calls, points out Carole Ireland, president of...

18/3,K/15 (Item 15 from file: 13)

DIALOG(R)File 13:BAMP

(c) 2003 Resp. DB Svcs. All rts. reserv.

1085171 Supplier Number: 01509311 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Competition drives the trucking industry

(In response to deregulation and the intense competition that followed, companies within the US trucking industry are placing greater emphasis on efficiency, offering higher a quality of service at lower rates; the ultimate beneficiary of these changes is the American consumer)

Search Report from Ginger R. DeMille

Article Author(s): Engel, Cynthia
Monthly Labor Review, v 121, n 4, p 34-41
April 1998
DOCUMENT TYPE: Journal (United States)
LANGUAGE: English RECORD TYPE: Fulltext; Abstract
WORD COUNT: 3543

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...the delivery process, a strategy that relies on new technologies and less intermediate handling of **goods** in transport.

Just-in-time **delivery**. Customers began to demand quicker and more flexible service from the transportation network as they...in the search for quicker and better distribution methods. For example, electronic data interchange, new **vehicle location** detection systems, and voice and data **communication services** (47) all are improving the logistical management of the tracking operation. Innovations in mobile communication...

...such statistics as mileage traveled on a specific vehicle, fuel efficiency, best fueling locations, and **vehicle location** and speeds, as well as other data.(48) Companies can better utilize their equipment when ...

...or combine existing delivery pickups, vastly improving their ability to manage inventory. Transportation brokers and **third - party providers** lower the cost of goods movement by filling empty return hauls and increasing freight volume...

...Any increased fuel efficiency in freight transportation also has been mitigated by the movement of **freight** from slow- **moving** modes (rail) to faster moving ones (air and truck).(50)

Like increasing vehicle size, the...

...the intermodal industry also has helped firms to save on labor costs. Intermodal firms link **different** modes of transportation, often **truck** and rail or track and air, for ultimate delivery to the customer. Providing a seamless...

18/3,K/16 (Item 16 from file: 13)

DIALOG(R) File 13:BAMP

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1069064 Supplier Number: 01270827 (USE FORMAT 7 OR 9 FOR FULLTEXT)

What do customers really want?

(Study concludes that service centers can enhance profitability by understanding customers' needs and responding to those needs; according to survey, delivery has the greatest impact on customer satisfaction)

Article Author(s): Jacobson, John E
American Metal Market Service Centers Supplement, p 20A
November 12, 1997
DOCUMENT TYPE: Journal; Survey ISSN: 0002-9998 (United States)
LANGUAGE: English RECORD TYPE: Fulltext; Abstract
WORD COUNT: 1079

(USE FORMAT 7 OR 9 FOR FULLTEXT)

Search Report from Ginger R. DeMille

TEXT:

...of flat-rolled carbon steel, typically buy a minimum of 12,000 tons per year.

Another factor in choosing a **service** center is **location**, **location** and **location**. Just as in real estate, where location determines the attractiveness of a given property, the...
...service center is how close they are to that particular customer. Proximity allows for closer **communication**, more timely **delivery**, lower **freight** costs and may encourage a sense of partnership.

In three words the answer to the...

...question is availability, responsiveness and location.

But what to they want?

The answer to the **second** question, what do **service** center customers really want?, is more complex. In the course of more than 2,500...

18/3,K/17 (Item 17 from file: 13)

DIALOG(R) File 13:BAMP

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1063409 Supplier Number: 01224949 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Wireless data: online & on time

(Many companies are turning to cellular digital packet data technology to improve their operations and customer service)

Article Author(s): Franklin, Mike

Automatic I.D. News, v 13, n 10, p 34

September 1997

DOCUMENT TYPE: Journal ISSN: 0890-9768 (United States)

LANGUAGE: English RECORD TYPE: Fulltext; Abstract

WORD COUNT: 1286

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...challenge of monitoring the activities of a large mobile work force, companies involved with field **service** and **dispatch** also are reaping the benefits of wireless data. CDPD allows dispatchers to monitor the progress ...

...addition, the pen-based mobile terminals provide technicians with remote access to a customer's **service** history and the **status** of ordered parts, information previously unobtainable from the road. PSE&G's new system eliminates...mail and databases.

Walsh Messenger Service, a delivery company serving the New York City metropolitan **area**, became the first Cellscape **service** customer by signing a **contract** with Bell Atlantic NYNEX Mobile last September. With their new Cellscape phones and customized software...

...the company's intranet. The messengers also have access to time-sensitive information such as **delivery** times and **package** details that help improve their productivity and customer service. For Walsh Messenger, Cellscape replaces pagers, the company's previous method of **communicating** with its **couriers**, which required a return call from a pay phone, often causing delays and errors.

Moving...

18/3,K/18 (Item 18 from file: 13)

DIALOG(R)File 13:BAMP

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1028266 Supplier Number: 00837858 (USE FORMAT 7 OR 9 FOR FULLTEXT)

THE PAPERLESS ENVIRONMENT

(The transportation industry is rapidly moving from a labor-intensive, manual environment to one that is moving toward automating the entire shipping process)

Article Author(s): Zuckerman, Amy

Traffic World, p 26-30

June 17, 1996

DOCUMENT TYPE: Journal ISSN: 0041-073X (United States)

LANGUAGE: English RECORD TYPE: Fulltext; Abstract

WORD COUNT: 3102

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...electronically and optimizing the loading process so that shippers "get the best price for theft **services** ." **Another** related area of concern is electronically "optimizing the shipment of goods by pulling or consolidating shipments from multiple plants."

At **truckload carrier Contract** Freighters, ...manage a fleet, but to be able to capture information on the status of a **shipment** and provide proof of **delivery** ."

Dispatch and **Shipment** Data. The technology services department at CTI, a CSX Corp. subsidiary, is devoting a good...

18/3,K/19 (Item 19 from file: 13)

DIALOG(R)File 13:BAMP

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1022433 Supplier Number: 00768485 (USE FORMAT 7 OR 9 FOR FULLTEXT)

THE 'LAST FRONTIER'

(Manufacturers will have to look outside of the factory for further improvements in performance. Specifically, they will have to look at the transportation and delivery cycle)

Article Author(s): Turbide, David A

Manufacturing Systems, v 14, n 10, p 32,36-42

October 1996

DOCUMENT TYPE: Journal ISSN: 0748-948x (United States)

LANGUAGE: English RECORD TYPE: Fulltext; Abstract

WORD COUNT: 2088

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...at a torried pace ever since.

Unlike managing business or production processes, since most transportation **services** are provided by outside **contractors** (**trucking** companies and delivery **services** rather than company-owned trucks), the solution to

logistics problems lies in improved **service** from the **contractor** and a closer relationship between manufacturer and logistics provider.

Logistics service providers

David Hess, senior...

...X12 for the U.S. and EDIFact for Europe) include transportation-related messages such as **shipment** information, **carrier status** report, **delivery** /pickup order, consolidation of **goods** in container report, estimated time of arrival and scheduling data, shipment weights, intermodal ramp activity, **routing** and **carrier** instruction, customs related messages, booking confirmations, and more. And transportation companies like Viking are adding...

...a single, coordinated system.

Some logistics providers offer pleasant surprises. In addition to the expected **transportation** and **communications**, for example, Sonic Air, a division of United Parcel Service, will provide warehouse space and inventory **control**, desk-to-desk **delivery** within hours of **shipment** (**delivery** time depends on the distance and **location**, of course), and "smart **courier**" **service** in which the delivery person can provide limited field service assistance--swap a keyboard or...

...defective unit to the factory.

figure omitted

Savings too?

Though there are direct costs for **outsourcing** logistics **services**, overall, the **services** provided can not only help manufacturers save money but they also enhance competition. Industry estimates...

18/3,K/20 (Item 20 from file: 13)
DIALOG(R)File 13:BAMP
(c) 2003 Resp. DB Svcs. All rts. reserv.

1004391 Supplier Number: 00643416 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Pacific Shift

(The Asian container shipping industry is revising standard operating procedures as new alliances and routes form)

Article Author(s): Lamb, J J

World Trade, v 8, n 7, p 48+

August 1995

DOCUMENT TYPE: Journal ISSN: 1054-8637 (United States)

LANGUAGE: English RECORD TYPE: Fulltext; Abstract

WORD COUNT: 2178

(USE FORMAT 7 OR 9 FOR FULLTEXT)

TEXT:

...Land sister company; "K" Line; and Evergreen, to name a few.

Another alternative is the **third - party** logistics **provider**, which is often a freight forwarder, or a former freight forwarder turned "transportation logistics provider..."

Search Report from Ginger R. DeMille

...container train service deep into the People's Republic of China (PRC). A container freight **train** leaves Zhengzhou in **central** China at 2336 hours every Saturday on a 685-mile journey through the fast-expanding...

...Pacific, said the transit time is just 70 hours, whereas the 1,040-mile road **route** via **truck** can take a week to complete, and only with breakbulk **cargoes** .

In another setting, a Midwesterner **shipping** to Japan and Korea might assume moving through a California port would be the most...

18/3,K/21 (Item 1 from file: 75)

DIALOG(R)File 75:TGG Management Contents(R)

(c) 2003 The Gale Group. All rts. reserv.

00234454 SUPPLIER NUMBER: 61860480 (USE FORMAT 7 FOR FULL TEXT)

Managing the Supply Chain.

RASKOB, JOHN

Ivey Business Journal, 64, 4, 52

March, 2000

LANGUAGE: English RECORD TYPE: Fulltext

WORD COUNT: 4905 LINE COUNT: 00411

.... a 3M subsidiary manufactures data storage and imaging products while Menlo Logistics is a full- **service contract** -logistics company. Their partnership involves the Internet, an ERP system (in this case Oracle) and...

...s Oracle System (ERP). Menlo's EDI system connects to freight systems that allow the **carriers** to view their order **status** , size, weight and other details.

While the process diagram may be complicated, the Web page...

...give users with information on the things that matter to them: transit times, rates and **routing** information, **shipment** tracking, **shipping** location information, contingency **shipping** information and more.

The Oracle link provides a Web-enabled track and trace tool that...

18/3,K/22 (Item 2 from file: 75)

DIALOG(R)File 75:TGG Management Contents(R)

(c) 2003 The Gale Group. All rts. reserv.

00227138 SUPPLIER NUMBER: 18122173 (USE FORMAT 7 FOR FULL TEXT)

Toward entrepreneurial organizations: meeting ambiguity with engagement.

Jelinek, Mariann; Litterer, Joseph A.

Entrepreneurship: Theory and Practice, v19, n3, p137(32)

Spring, 1995

ISSN: 1042-2587 LANGUAGE: English RECORD TYPE: Fulltext; Abstract

WORD COUNT: 16933 LINE COUNT: 01452

... ensure they can easily be located and taken off in the proper order for the **route** . Team Leaders review loaded truck and **route** plans before **couriers** leave the station. In addition, together with couriers, Team Leaders plan response to the "ordinary..."

...be expert in both FedEx forms and the customs documents and procedures involved in international **package delivery** . (FedEx's strategic emphasis on international shipments makes this specialized knowledge both relevant

to daily...

...and important.) The International courier is the local expert, training others and providing ready information.

Another courier is the local expert on FedEx's central computer system, and will advise others in...courier whose performance of assigned tasks is satisfactory. With so many managerial activities distributed among couriers, the span of control for formal managers can be very broad. But the very words "span of control" suggest managerial practices not characteristic of Federal Express. There is little traditional direction or supervision of individual couriers by managers; instead couriers manage themselves and each other to exacting performance standards and results...

18/3,K/23 (Item 3 from file: 75)

DIALOG(R)File 75:TGG Management Contents(R)

(c) 2003 The Gale Group. All rts. reserv.

00129387 SUPPLIER NUMBER: 07755147 (USE FORMAT 7 FOR FULL TEXT)

Direct Marketing software guide. (guide for software packages for marketing)

Rose, Matthew; Castellano, Brenda; Di Bella, Lori

Direct Marketing, v52, n2, p53(23)

June, 1989

ISSN: 0012-3188

LANGUAGE: English

RECORD TYPE: Fulltext; Abstract

WORD COUNT: 15086 LINE COUNT: 01876

... addresses in single pass. Specs: Runs on any mainframe or minicomputer with COBOL compiler. Training/ Service : Maintenance contract \$500 annually. Users/Installations: There are currently 15 volume mailers using the program. Price: \$7...on IBM PC, PS/2 or compatibles. Ver. 2.0 requires 256K disk space. Training/ Service : Manual and toll free hotline available . Users/Installations: Primary users include business top management, researchers and educators. Price: \$195 Desk Top...

...configurable hot key. Additional features include: ability to run on all types of displays, keyboard control , multiple message centers for larger networks, password protection, audible and visual alerts to new messages, copy for screen...

...Program runs on IBM PC,/XT,/AT; ver. 7.2 requires 640K disk space.

Training/ Service : Maintenance contract \$350 annual.

Users/Installations: Primary users are business-to-business marketers.

Price: \$1,295

L...

...301/982-2000 Package features: Custom prints mailing labels without programming. Various parameter options can service many different record formats. Include up to nine lines per label; break marks; list code selections and...compatible with hard disk, DOS 3.1 Ver. 1.5 requires 2MB disk space. Training/ Service : Manual, technical support available . Price: \$2,875 List Management/Database: LEADTRACK Leadtrack, P.O. Box 862215, Marietta, GA 30062...

...PC or compatible; Lotus 1-2-3 or Symphony and printer required; ver.

100. Training/ Service : Manual and phone support available .

Users/Installations: Currently 100 installations. Price: \$1,200 per title.

List Management/Database: LIST CONVERSION...

...301/982-2000 Package features: Mail-1 enables users who have EZ-5, EZ-9,

Search Report from Ginger R. DeMille

Carrier Route Coding and/or Mail Address Standardization systems to perform ZIP code correction, 9-digit ZIP + 4 coding, **carrier route** coding and mailing address standardization in one pass of the address file. Any combination of...

...Maximizes postal discounts and speeds delivery of 1st, 2nd, 3rd and 4th class Canadian mail. **Mail** Canada uses Canada Post's **delivery** mode and householder mailing files to create a master file for delivery mode presorting. Produces...

...Specs: Runs on PC with hard disk. Ver. 3.2 requires 700KB disk space. Training/ **Service** : Telephone support **available** . Upgrades \$95-\$150. Users/Installations: There are currently 150 installations at small mail order and...

...PC/MS-DOS, hard disk drive, 640K. Ver. 3.3 requires .6MB disk space. Training/ **Service** : Maintenance **contract available** . Users/Installations: Approximately 200 installations in mail order companies. Price: \$895; demo disk \$25.
 , Mailing...

?